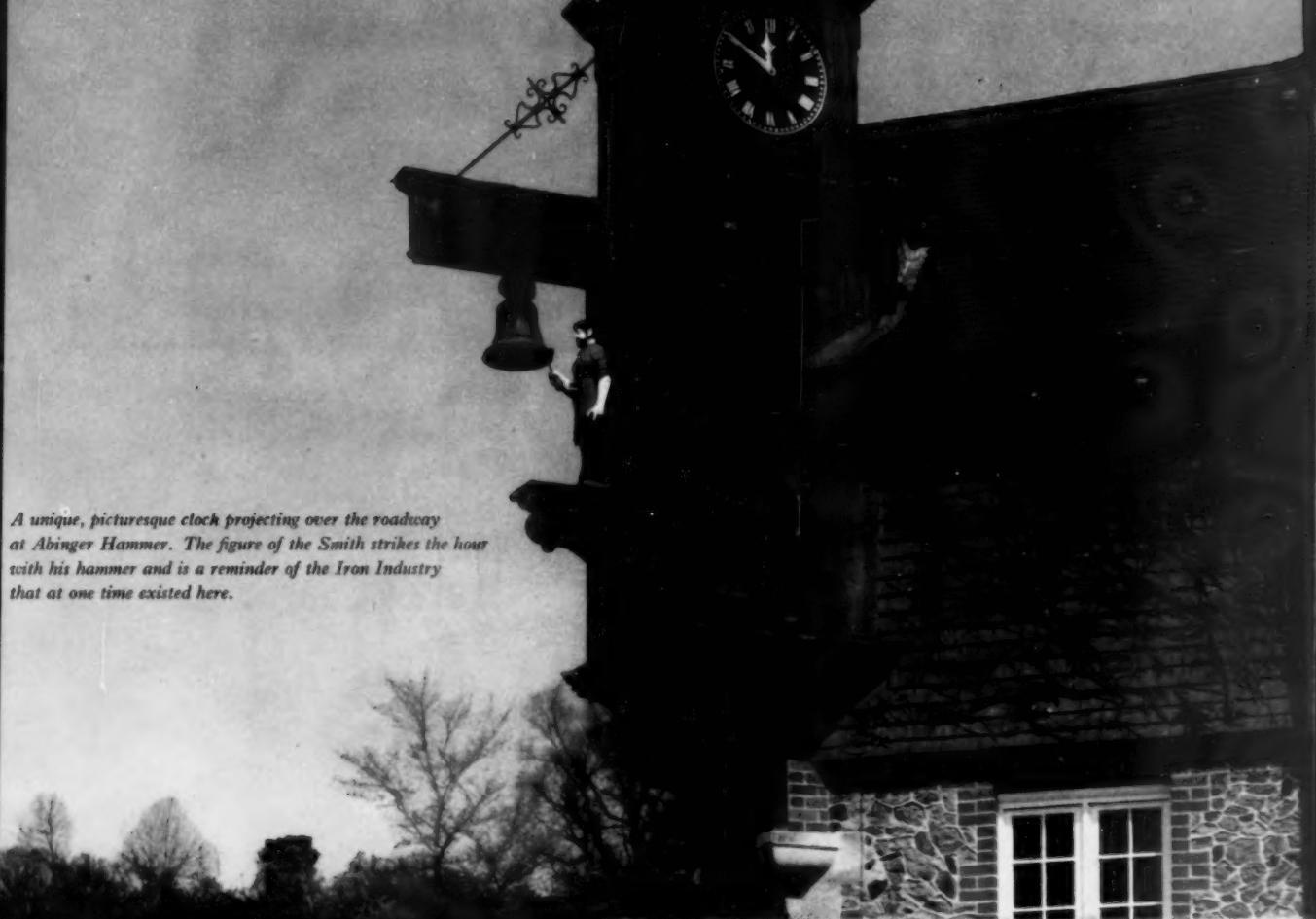


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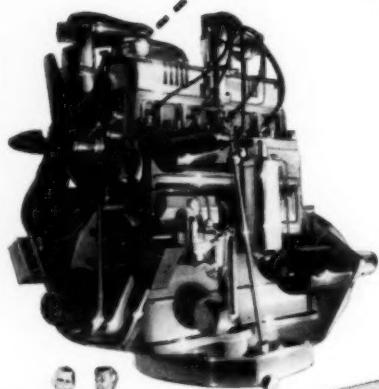
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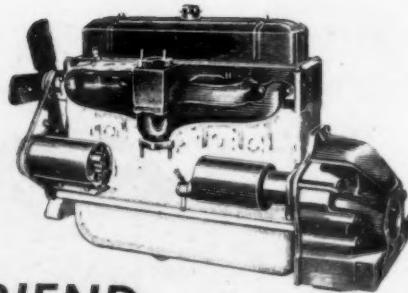
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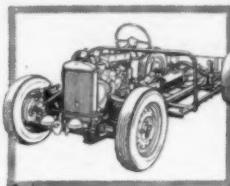
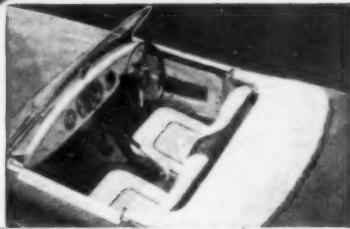
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1 quart 25/- Use 1 pint to every 3 gallons total water capacity.

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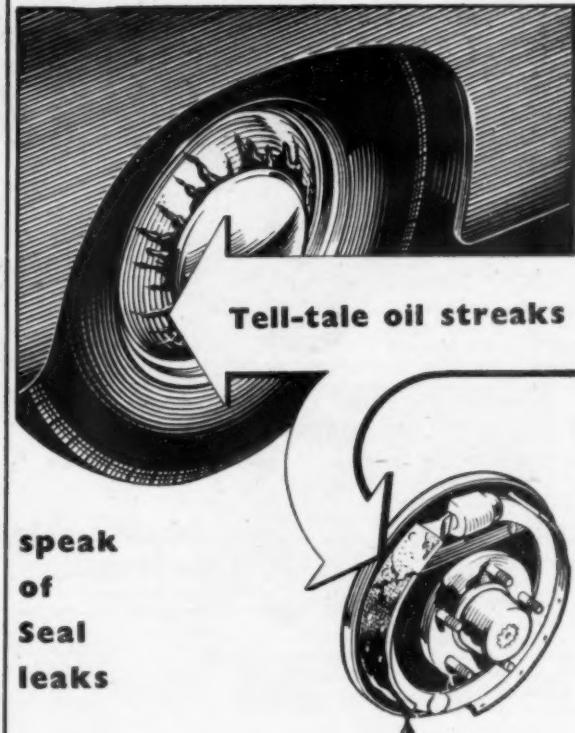
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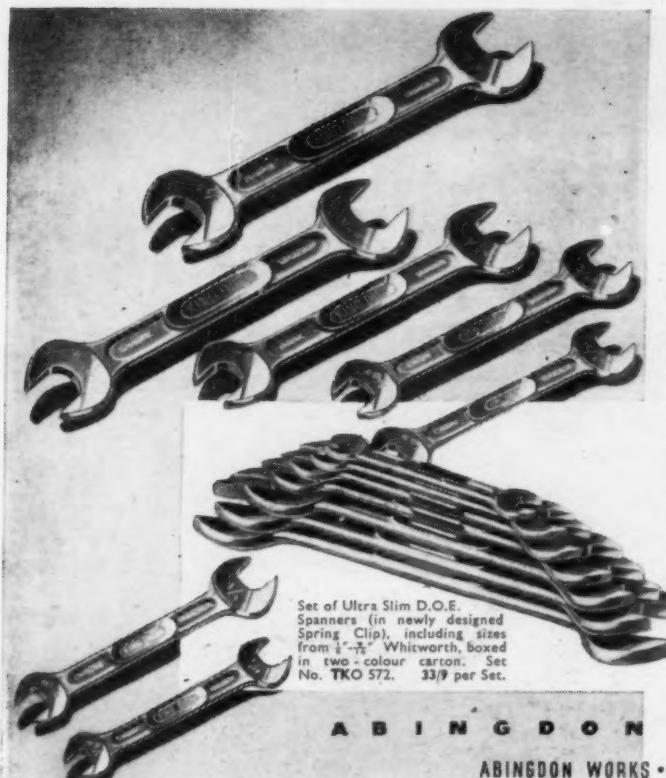
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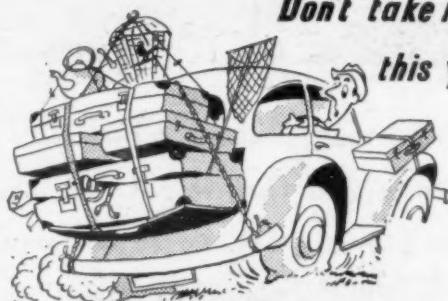
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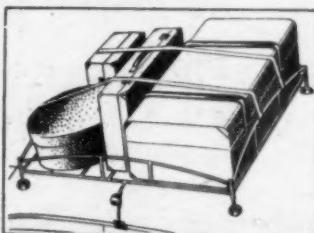


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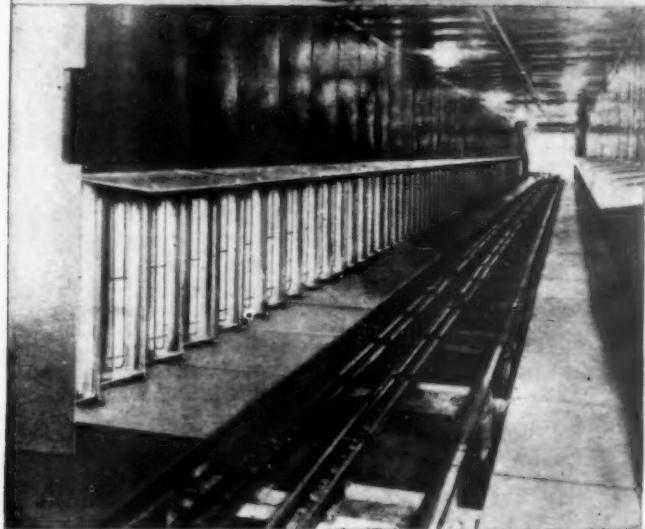
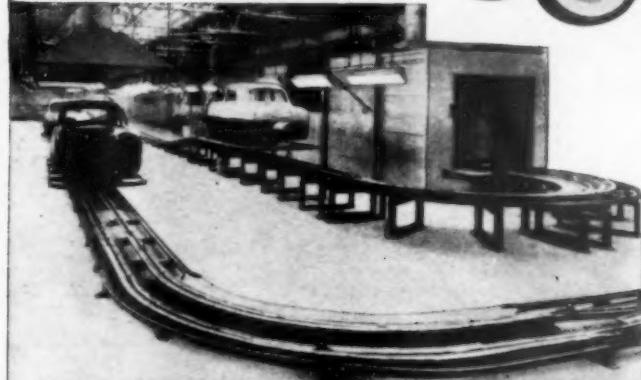
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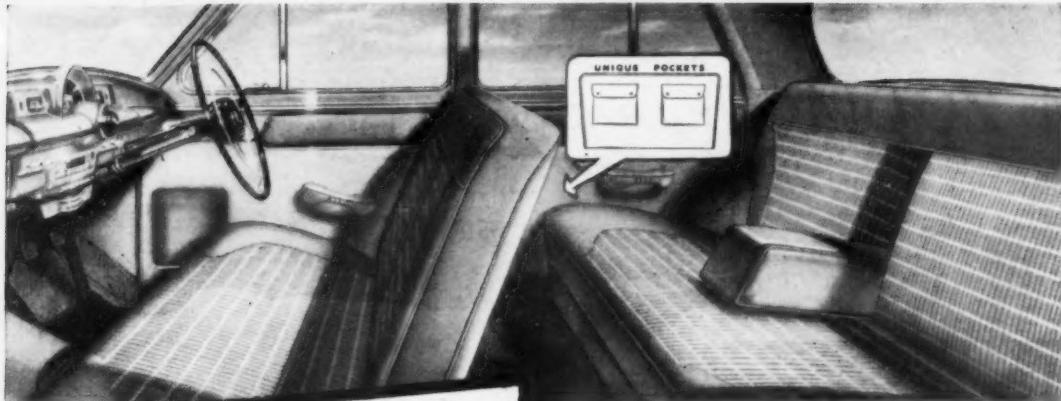
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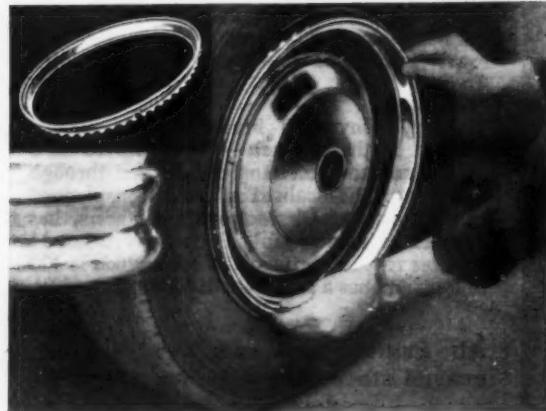
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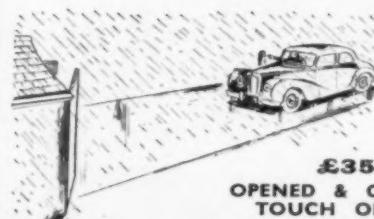
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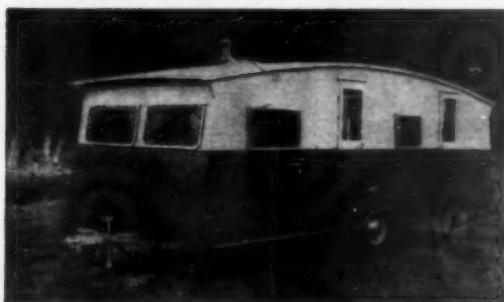
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The Autocar

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Vol. 101

For Change's Sake?

THE pursuit of fully automatic transmission continues behind the scenes within the British motor industry, showing that many manufacturers are convinced of its desirability. We continue to doubt if that conviction is shared by motorists in general, most of whom have no experience of the device.

There are two major drawbacks to automatic transmission. One is the power loss, which is normally compensated for by an increase in engine size. With petrol at around 4s 3d a gallon and unlikely to cost substantially less for a long time, increased engine size in this country is to be deprecated. The second is the removal from the driver of that precise control of the engine, and thus of the car, which the conventional gear box permits; no automatic transmission has yet been devised which will change down in anticipation of circumstances. It is true that the second disadvantage is appreciated more by the skilled driver than the average, but we do not see any reason why that should lead to the light discard of a virtue.

Most of the unskilled drivers would settle for the total elimination of the clutch pedal, which is by far the most difficult control to master, and not enough effort has been made to achieve this. There are several methods: automatic operation, centrifugal engagement and the incorporation of a free wheel are some of them. The last is probably the widest known, owing to the continued use of the free wheel by the Rover company; with the free wheel in operation, only the selection of first gear (and reverse) from standstill and the actual moving away process require clutch pedal movement. It is true that driving with a free wheel in operation does not appeal to everyone, but if its wider use were designed to eliminate the clutch pedal, then it seems reasonable to suppose that it could be made to come into operation only during the interval in which a gear change was made.

Window Space

WITH new models coming along for the London Show, what will happen to window space? Is it likely to increase or decrease? The position at the moment is one of contrast. The so-called "hard-top" body style has an almost exaggerated wrap-round effect of rear window and screen, while the traditional four-light sports saloon has considerable blanks in the quarters. The one suffers from too much window space when the sun is fierce, the other has too little for absolute certainty as to whether or not a motor cyclist is overtaking. These faults are implied by subsequently fitted full-width visors and Venetian blinds, and by external rear mirrors on the blind-quartered car. Less tangible objections to both types have been voiced at intervals: some passengers object to the "glass-house" feeling that comes from too much exposure to the public gaze, while others (who, it must be suspected, are probably claustrophobes) object to the sensation of journeying in purdah. All of which shows that the human being, though almost infinitely adaptable, has his limits of adaptability. On the whole the increase in window area is to be applauded, but manufacturers would do well to determine whether or not a standard provision for increasing seclusion (or lessening glare) at will, is becoming advisable.

Closely allied to window space is ventilation, and closely allied to ventilation is the thorny subject of leakage paths for dust and water. There have been one or two examples in the past where the gentle but continual ingress of fresh air has been a happy accident resulting from a large number of minor leakage paths; this method of ventilation finds little favour where roads are not macadamized, and of late the sealing of bodies has improved out of all recognition. The result has been that forced ventilation via the heating unit has become necessary, and very satisfactory it has proved in most instances. Where it is to be criticized is in examples which have air intakes at points where the supply is easily contaminated—on a level with the exhaust pipes of vehicles ahead, for instance.



Sections of this sort (the Vivione Pass, in Northern Italy), taken at speed in the Alpine Rally, impose considerable stresses on the suspension.

THE question of whether or not motor racing improves the breed of production cars has been, and will be, a vexed and inconclusive one for many years. In the view of the writer, the answer is definitely in the affirmative, even when the racing cars bear little or no resemblance to their everyday brethren; the only proviso which should be included in such cases is that the benefits will not be immediately apparent to the touring car user.



Not only do new models compete in the tougher, long distance rallies. Here a Mark V Jaguar, heavily laden, deals with the Col des Lèques in the 1954 Monte Carlo event.

TRIAL by ORDEAL

*The Fierce Nature of
Modern Competitions
Must Benefit the Buyer*
By
J. A. COOPER
A.M.I.Mech.E., M.S.A.E.

It is frequently pointed out, as an apparent refutation of the above contention, that many firms manufacturing extremely reliable production cars have no connection whatever with the competition side of motoring, and, indeed, are apt in some cases to frown upon it and publicly or privately to decry its value. But there are very few production cars made today which do not incorporate a surprisingly large proportion of proprietary components—in other words, made by specialist manufacturers and not by the makers of the cars themselves—and none which does not use at least some parts of this nature. Now, the accessory and component manufacturers are among the chief supporters of motoring competition; in fact, for many competitors the participation in the sport in one form or another is made possible only by the financial aid offered by these firms. They are the first to admit that there are many valuable lessons to be learned from competition; and all car manufacturers, whether personally interested in the sport or not, benefit to a greater or lesser degree from the results thus obtained.

Another argument which may legitimately be pressed home in the same connection is this: car design, although a far more scientific subject than ever before, is not an exact science, and some of it remains to a greater or lesser extent empirical. Not every new idea is protectable by letters patent; and, on the whole, there are surprisingly few really new ideas—often proving the truth of the old adage that “there’s nothing new under the sun.” Therefore, many so-called new designs are found to incorporate features which have previously appeared in other makes or models, and which may rapidly become part of what is often loosely termed conventional design. Some of these ideas may well owe their development in years gone by to experience gained the hard way in competition, but their origin is now lost in the mists of antiquity.

It is not infrequently pointed out that none of the large American manufacturers indulges to any great extent in



That production cars, such as this Ford Zephyr, can stand the demands of continued high speeds and bad road surfaces in the Monte Carlo rally is evidence that, in normal conditions, they will easily meet the needs of private owners.



The entry of production cars in events as tough as the Alpine must bring out the strong points which exist. Here, Gatsonides' Triumph TR2 climbs the Pordoi Pass.

competition, although there are signs that the stock car sections of such events as the Pan-American road race are attracting increasing interest in the strongholds of Detroit. This is true enough; but the large-scale intensive testing and development programmes which form an almost everyday part of the American manufacturer's life are on a scale which has never been approached on this side of the Atlantic, and competitions may achieve something of the same results in a more limited sphere, far less expensively and with the added attractive possibility of resulting in some success which will make good publicity material.

It must be understood that the term competition is being used here in its widest sense; it is not only Grand Prix racing which is being referred to, nor solely the races for series production cars, but everything down to and including the weekend rally in this country. Rallies, in themselves, can be extremely hard on the cars concerned and productive of much useful data, especially, of course, the major events such as the Monte Carlo and Alpine rallies. In another part of the world, similar effects are being felt from the Round-Australia reliability trial, which is a cross between a very long distance rally and a road race over almost impossible terrain, and which gives the competing cars a terrific pounding in a comparatively short space of time.

Complement

It should not be imagined that competition is a replacement, in any sense, of the more conventional forms of testing, any more than it can be said that artificial tests can ever reproduce faithfully the conditions and stresses encountered on the racing circuit or in the heat of competition. The two must be to a large extent complementary; and the resources and scientific methods made available to the British motor industry by the existence of an establishment such as that of M.I.R.A., with its proving ground and laboratories at Lindley, benefit the competition departments as well as those more concerned with production on a large scale.

Probably the particular field of competition motoring which results in the most rapid benefit to the purchaser of a touring or sports car is that of the international rally, in which several manufacturers are actively interested to the extent of entering or sponsoring teams of their cars. Some of these events are extremely tough, and provide much valuable data as to the behaviour and handling qualities of the cars, as well as the extent of such treatment which the vital components are capable of withstanding before failure occurs. Take, for instance, the recent international Alpine Rally, in which a good number of British cars were engaged and in which they acquitted themselves extremely well. Some of the road surfaces encountered on the route this year were nothing short of appalling, and yet they had to be traversed—for the required time schedules to be maintained—at the highest possible speeds, which would have horrified the normal motorist.

Rocky Mountains

Probably the worst section occurred on the Vivione Pass in Northern Italy; the upper reaches of this were a mass of loose stones, some of considerable size, while the un frequented nature of the road was stressed by the fact that in many places grass and other plants were growing between the rutted wheel tracks. Many parts of the rally route as a whole had to be taken at high speed, and the circuit of the Dolomites was virtually a road race, over a 188-mile route including several difficult passes. All this stressed the cars to the utmost, and mechanical failures were many.

Some of the actual breakages, apart from those actually incurred in crashes, were no doubt contributed to by damage previously sustained by the cars concerned in accidents or incidents involving leaving the road. Such things as stub axle breakages, wheels collapsing, steering failures and spring breakages may all have been assisted in this way; but each year there are one or two failures of components which are directly attributable to either faulty materials or some defect in manufacture, and the discovery of these, with the subsequent remedial steps to ensure no recurrence of a similar trouble, are of very real

TRIAL BY ORDEAL . . . continued

For a great many years the M.C.C. trials have been a minor proving ground for normal everyday cars. Though no demands are made in the way of high speeds, the sections covered will show up deficiencies in weight distribution and hill-climbing abilities.

value to manufacturer and user alike.

Actual failure of major engine components is remarkably rare in modern events of this nature—a tribute to the present-day power unit even when highly stressed. They do occur occasionally; witness the breakage of a valve in the engine of one small car, and the complete seizure of the power unit in another, during one of the timed hill-climb tests which formed part of this year's Alpine. But on the whole transmissions can be fairly said to be more vulnerable than power units, and brakes probably undergo more punishment than either of these two.

As a testing ground for the braking systems of modern production cars, an event of this nature is difficult to beat; more than adequate as most of these systems undoubtedly are, there are very few which are not subject to fade or other troubles when the brakes are applied as hard and as often as is necessary to maintain a tight time schedule over a difficult and sinuous mountain pass.

The Unforeseeable

Surprising troubles sometimes manifest themselves, the incidence of which would never be expected or seen in everyday usage of the cars concerned. For instance, one make of car had trouble in one Alpine rally with the wheel nuts loosening themselves, and the cause was eventually traced to stretch in the wheel studs. This was naturally taken care of; but in the next edition of the event something of the same phenomenon began to crop up in connection



with the bolts and nuts holding the brake back plates to the axle tube flanges.

Other troubles which occur from time to time include the failure of ball races, in wheel hubs, axles and gear boxes; failure of gears, in both final drive units and gear boxes; the occasional rather mysterious shearing of such things as distributor drives or camshaft sprocket keys; vapour locks, or allied failings, in fuel systems; and our old enemy, trouble with the suspension dampers.

In spite of the advances which have been made in the design and construction of suspension dampers in recent years, they are undoubtedly still a source of trouble in usage such as that involved in a really gruelling rally. Although complete failure or breakage of any component is comparatively rare, the gradual loss of efficiency is not, and there can be few cars which can claim at the end of such an event that the damping of the suspension is as efficient as it was before the start. Naturally, research into this problem continues; it must be appreciated that it can be solved by the use of much larger dampers than standard, but these are then unnecessarily big and expensive for normal purposes, and this is in any case not the real answer to the conundrum.

It is to be hoped that manufacturers will continue to take an active interest in competition of all kinds, for, apart from the obvious returns to themselves in the way of publicity, there is no doubt that in one way and another this process does lead to the production of better and more reliable cars for the public. In other words, the sport is not, as is sometimes alleged, just a rich man's plaything, but has definite repercussions of a beneficial nature in the automobile industry as a whole.



The most punishing part of the Tulip Rally is the final high-speed lapping of the Zandvoort circuit which amounts to a race.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

St. Christopher

MY St. Christopher medallion was given to me by a stunt pilot who claimed to have been smashed up (which he was, alas) in the spiralling crash which was featured in Ben Lyon's film, "Hell's Angels." His parachute caught in the cockpit of the aircraft. I carried it throughout the war (he gave it to me at the war's beginning) and have done so ever since. I am roundly reprimanded by a fellow-driver for my superstitions; all right, I say, your strictures are accepted and The Scribe admits that he has not gone far beyond the primitive state. But the



Superstitions.

St. Christopher superstition, if such it be, is surely in rather a different category from those concerned with black cats and monkey's paws? I do not think of the badge as a sprig of white heather worn for luck, but as, perhaps, a tangible acknowledgment of someone's power to watch over mortal progress. In a sense, I suppose the traveller's St. Christopher medallion parallels the prayer wheel of the Tibetan or the monk's beads.

♦ ♦ ♦

Youthful Dreams

"I'M saving up to buy a car." No, she doesn't like the job she's in, but the pay is good, and she can stick it until she has saved enough to buy that car; it would give such pleasure to her parents, who have retired and cannot afford a life of luxury.

"I'm saving up to buy a car—an Aston Martin is my dream, something that goes with a boom." Yes, I thought, with a fast car you can overcome that feeling of inferiority and compete with your fellows on equal terms.

"I'm saving up to buy a car. The flat is such a dreary place for the children. A family saloon, and we can take them out for a breath of fresh air at the weekends. Besides, we have saved long enough; it might as well go towards a car."

"That's an o.h.v. model with twin

carburettors; built in 1953 by the XYZ Motor Company. No, I haven't a car—but it's my hobby. I take every motoring journal on the market. And as soon as I leave the Army I shall start saving to buy a car."

♦ ♦ ♦

Dental Affinity

IT must be their familiarity with close tolerances and thousandths of an inch that makes dentists such keen motorists; for the doctor, we decided, liked his car for its mechanical dependability as against unpredictable human beings. Perhaps the dentist takes great pleasure in extracting a measly sparking plug, knowing the engine will not cower under his box spanner; perhaps in speed on the road he can flee the horrible grimaces of his patients from the dental chair. Perhaps, too, it provides another topic of conversation, at least with male patients; and when the discussion becomes controversial he can always put a couple of swabs into the mouth of a sceptical patient and continue the argument as an undisputed soliloquy.



Keen.

♦ ♦ ♦

Unkind

THE very stout lady drove past, almost bulging from her Morris Minor, and a disreputable Scribe noticed that the registration letters were OS. An unfortunate combination, which I would have thought worth omitting with some of the unhappy three-letter words.

♦ ♦ ♦

Road Sense

THE most sensible motorists turn aside at the end of the Guildford By-pass into A283, which leads through Chiddingfold and North Chapel to Petworth. On the green at Chiddingfold the village inhabitants start collecting wood at the end of September for a giant Guy Fawkes bonfire on Novem-

ber 5; facing the green is the 14th-century Crown Inn, a very good luncheon stop. Its present frontage was hidden until a few years ago by a second façade which had been built over the original; this has been pulled down and the inn now stands as it stood many centuries ago. Inside, one can sit on the seat of a sedan chair to telephone; there are black spits and cooking instruments in the old fireplace and hanging from the ceiling.

Farther on, North Chapel marks the county border; it got its name from being the northernmost chapel in Sussex. A stone wall borders the road as it nears Petworth; this encircles Petworth House and was built by soldiers taken prisoner in the Napoleonic wars.

♦ ♦ ♦

Hard Work

THE photograph showed a motorist being handed a leaflet, but the explanation printed on the back was more attractive than the picture:

The workers of St. George manufactory are in struggle against the government who will close this factory. Workers are in the factory without working because they have not work jobs. This morning they are giving to tourists—especially foreign—the notices in which they explain the facts.

If the language is as felicitous as that, I hope they get away with whatever they are trying to get away with.

♦ ♦ ♦

Propaganda, Result of

MAY I put forward the claim to be the first road user to admit to being heartily sick of safety propaganda; dulled by it; stupefied by it; enraged by it into a state of cold fury with an administration which cold-bloodedly, *murderously*, refuses to do its duty by building new and safer roads, but takes refuge instead behind words and paper? One day the roadways of this country will precipitate another Crichel Down scandal, and then the head of that official nonentity the Minister of Transport, whoever he may be at that happy moment, will roll in the dust. It will serve him right.



Cold fury.

COSTING for the MOTORIST

Simple Methods which are Quite Effective

THREE are those who utter the well-worn cliché which has for its theme the principle that anyone who works out the cost of running a car cannot afford to do so.

What does this consumption amount to? The consumption is conditioned by one's driving and the achieved figure will shake down to an average which will depend upon a number of factors. It cannot well be compared to that of a car owned by another motorist unless the two owners have such things in common as driving temperament, average lengths of run, mechanical condition of their cars, and so on. This consumption figure is, therefore, mainly of use in comparing the performance of one car at different times, which will tend to level out many variables and the picture will be, in the main, a realistic one of the condition of the car.

The method I use and which, I think, gives the best result, is to log petrol bought against miles run. The number of log books which exist to help us complete this paper work is legion, but they mostly err in demanding an excess of zeal in compiling the various columns. I enjoy keeping the minimum which I consider fair treatment of a car demands. In this way the record is easily kept up to date; if I had a book with a lot of columns which did not get completed the untidiness would probably discourage me from keeping the rest. There is also need for flexibility and the only way to achieve this is for the motorist to make up his own log to suit his own ideas of what is required. The published log books fail in another respect; they try to do too much in one volume. As they try to record everything, they tend to be too bulky.

From the foregoing, it will be seen that the log must be in two parts. One will be always in the pocket and will merely consist of a column ruled in the ordinary diary. Even the ruling may be dispensed with. In this are recorded all purchases, the speedometer reading of distance at the close of the day and the day's mileage.

age. Where large purchases are made there will probably be a receipt to amplify these brief readings and this may be tucked into the diary till "write-up day" arrives. There is no need to worry about trip readings, as all readings are of the grand total.

At the end of the weekly page, the consumption of total petrol bought against total mileage covered may be kept going and the longer this goes on the more accurate will be the assessment of miles per gallon. Any error in amount can never exceed a tankful and will become a decreasing proportion of the total petrol at time, and quantity bought, go on. And, of course, as stated earlier, this method of assessing consumption is more realistic since it represents the consumption for all conditions of driving.

The Ledger

Secondly, a log book is required in which all this "on the spot" information is entered. In the main it should consist of two sections. The first is for purchases, and if these are entered at intervals of a week, the log may be divided every 52 entries to show the cost for a year, with tax and insurance included.

The second section is for maintenance. Now, there is a set routine for every car which is based on the maker's experience, and done at definite intervals of running. All that is necessary is to record "1,000 mile" or "5,000 mile" in the column as appropriate against the date and mileage, and the manual will tell what has been done. The inspection schedules should be copied into the back of the log book with any other information which may need to be noted. (Tyre pressures, battery acid gravity, timing and gap clearances, and so on). If this job is done by a garage, the cost will appear in the entry for that particular week while, if it is done by the owner and the lubricants are bought in bulk, their cost will appear as and when they are bought. I certainly think it is a waste of time to record dates

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4 gal 18/6
982
227

JUNE, 1954

FRIDAY 11

26

SATURDAY 12

1008

SUNDAY 13

1043

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		—
		40.9 m.p.v.

and mileages when the battery is topped up or the tyres inflated, as is sometimes provided for. However, the beauty of my system is that they, and anything else, may be added or left out to suit individual preference. Such items might well be listed, separately, under a weekly check list.

The examples show the two forms of the log. In the diary page it will be seen that 143 has been subtracted from the speedometer mileage reading. This represents the mileage which was recorded when the car was bought and is subtracted every week to give the true figure of miles run. It will also be seen that the consumption figure (this log being for a new car bought on June 1) is gradually settling down to a value of about 37 m.p.g., and that variations in the amount in the tank at the end of the week are having less and less effect.

1855 CHICAGO.
T. W. N.

COST								MAINTENANCE								
Date 1954	Total Miles	Petrol Week Total		Cost	M.p.g.	Other Purchases	Cost	Weekly Cost	Date 1954	Total Miles	Period-ical Service	Brakes	Steerr-ing	Electri-cal	New Tyres	Decarb.
6 June	503	12	12	£ 2 13 s 7	42	Tax Insurance 1st Service (Oil & Grease)	£ 7 13 s 2 9 15 0 8 1	£ 20 12 s 10	4 June	310	300 mile					
13 June	900	10	22	2 5 5	40.9	U.C.L.	15 0	3 0 5								
20 June	1067	4	26	17 11	41			17 11								
27 June	1394	10	36	2 4 8	38.7	2nd Service (Oil & Grease) Chamois Leather	11 7 7 11	3 4 2	22 June	1254	1000 mile					
						JUNE		27 15 4								
4 July	1688	8	44	1 15 1	38.5			1 15 1								
11 July	1766	2	46	8 11	38.4	1 Gal X100 (20)	12 6	8 11								
18 July	2172	10	56	2 4 1	37	1 Tin Grease (Graph) Rent	3 0 6 0	3 5 7								Check-ed all gaps.
25 July	2454	10	66	2 3 3	37.2	1 pt E.P. Oil (80) 1 pt. Graph Oil Rent	1 9 3 4 6 0	2 14 4	23 July	2550	1000 mile over run due to being on trip					Clean-ed C.B.

Last word for the ladies!



CONTINENTAL

TOURING

More often than not it's the woman's word that buys the Wyvern and the Velox. Feminine shopping sense detects a good bargain. Feminine taste appreciates the sleek sophisticated lines and delightful colours. These are cars you are proud to be seen in.

* * *

And how simple to handle. New type steering makes these spacious machines almost as easy to park as baby cars. Hydraulic brakes give smooth stopping power at a touch. Remarkable top gear performance cuts down gear changing. The large boot provides an extraordinary amount of room for luggage. Driving seats adjust easily to comfortable driving positions. To women drivers, no less than to men, Vauxhalls offer the greatest appeal on the roads today.

Vauxhall and Bedford owners — if you are summer holidaying on the Continent this year, see your nearest authorised dealer for details of the currency saving touring scheme.

New Vauxhall and Bedford owners — the initial 500 mile check, and any work required under the warranty can now be carried out by dealers on the Continent.

That's Vauxhall Value!

THE 6-CYLINDER VELOX

Maximum speed of 80 m.p.h. Spacious 5.6 seater. Length 14 ft. 4 ins., turning circle 38 ft. £535 plus £224.0.10 P.T.

THE 4-CYLINDER WYVERN

Same size body and same modern styling as the Velox. Maximum speed of 70 m.p.h. £495 plus £207.7.6 P.T.

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—runs safest**

Only a really supple tyre

- can endure the 500-1000 flexions to which the average car tyre is subjected every minute.
- can eliminate the constant bouncing that creates friction, the main cause of tread wear.
- can remain in intimate contact with the road to respond quickly to braking and acceleration.



No other tyre is as supple as

MICHELIN

Te.6/54

MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT

NEWS and VIEWS

Northern Ireland Imports

DURING June Austin led manufacturers in the Northern Ireland market by selling 153 cars. Morris were second with 109 and Ford of Dagenham a close third with 105. Fourth were Standard with 71.

G.M. Income

THE General Motors Corporation has reported a net income for the first half of this year of nearly £150,000,000, despite some drop in sales. It is the second highest figure in the company's history, exceeded only by that for the first half of 1950.

Sales in South Africa

DURING 1953 the Ford company of Dagenham sold a total of 5,342 cars in the Union of South Africa. Next on the list came Austin with 3,954. After that the order was Morris (3,418), Chevrolet (2,765), Opel (2,614), and then American Ford (2,251). The Volkswagen company sold only 472.

Farnborough Show

CONSIDERABLE interest seems to be shown by the general public in the Farnborough air display. Three special issues will be published by Flight covering this outstanding aeronautical event. The show itself is held from September 7 to 14, and the special issues will be published on September 3, 10 and 17.

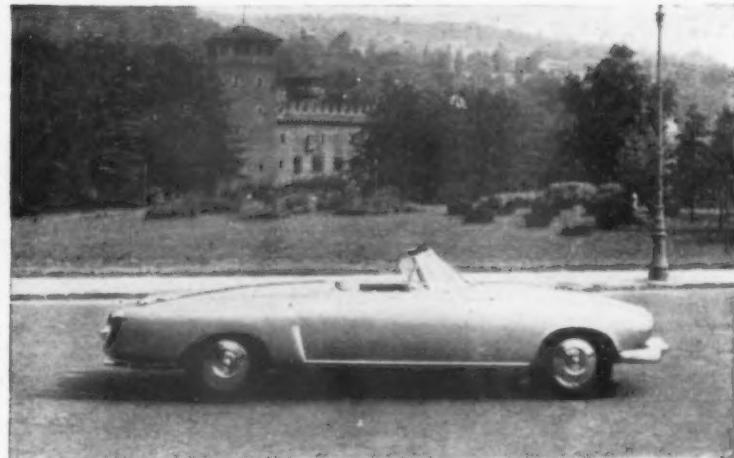
German Exports

ACCORDING to the West Germany Car Industry Association, export of German cars has increased by 60 per cent during the first six months of this year as compared with the same period of 1953. A total of 321,689 vehicles was produced compared with 222,804 previously.

Exports during the six months totalled 131,570 compared with 81,941 for the first half of 1953.

Cut Price Car Sales

IN Washington, the U.S. House of Representatives has passed unanimously and sent to the Senate a bill intended to eliminate the "bootlegging" of new cars at cut-rate prices. The bill will permit manufacturers to make and enforce agreements with franchised dealers against the disposing of new cars to unauthorized dealers for cut-rate sales.



Pinin Farina of Turin has recently delivered this two-seater convertible Cadillac, which owing to its length emphasizes the lines typical of this coachbuilder's designs. The low bonnet and well-curved screen should give good visibility.



Agreements like this were normal practice in the U.S.A. until 1948, when the Attorney General ruled that they violated anti-trust laws. The new bill aims to amend the anti-trust laws, thus allowing manufacturers to act.

M.G. Records

USING an experimental four-cylinder M.G. engine of the type fitted to the series TF M.G. Midget, Capt. G. E. T. Eyston's streamlined 1,460 c.c. M.G. record car has taken ten American national and seven international records at Utah. Co-driving with Mr. K. Miles, Eyston covered 1,450 miles in twelve hours.

At the time of going to press details only of the following records were known; all are subject to official confirmation.

International Class F (standing start):
1,000 miles (held by Inka at 107.50 m.p.h.)—120.15 m.p.h.
2,000 km (Inka, 105.47 m.p.h.)—120.19 m.p.h.

Three hours (Bugatti, 114.84 m.p.h.)—120.91 m.p.h.
Six hours (Ghia, 114.73 m.p.h.)—121.42 m.p.h.

Twelve hours (Inka, 105.48 m.p.h.)—120.74 m.p.h.

American National records (flying start):
1,000 miles (Austin A.40, 64.84 m.p.h.)—120.30 m.p.h.

Three hours (Austin A.40, 65.82 m.p.h.)—121.38 m.p.h.

Six hours (Austin A.40, 65.69 m.p.h.)—121.65 m.p.h.

National Traffic Census

DURING this week highway authorities throughout the country, working in co-operation with the Ministry of Transport, have been carrying out the first comprehensive traffic census to be held since 1938. Its purpose is to determine the growth and trend of modern traffic and particularly the

changes that may have occurred in the general traffic pattern.

The census is taking place on all trunk and class 1 roads and will end on Sunday night. About 20,000 enumerators are stationed at between 5,000 and 6,000 points, where most of the counts will be taken for 16 hours each day. Where some special local event may affect normal traffic conditions the counts may be taken during a different week. With some variations the census points will be the same as those used in 1938, but there will be more subdivisions of traffic into various classes.

Sample traffic censuses were carried out in 1950 and 1953, when the enormous growth in the amount of traffic was very forcibly brought to the notice of the Ministry. No doubt on this occasion it will be found that traffic has increased still further. But the motorist may be forgiven some cynicism in observing the present industriousness, remembering that despite the findings of previous traffic counts no effective measures have been taken to accommodate the extra traffic.

GB Plates

THERE has been a tightening up recently in the regulations affecting national plates carried on cars travelling in foreign countries. Once again, therefore, the A.A. have issued a reminder that British drivers going abroad should ensure that their GB plates are of the standard pattern and dimensions recognized internationally.

During post-war years the regulations

NEWS and VIEWS

continued



The four Land-Rovers which, for five months, have been subjected to the rigours of African travel have returned to the Rover factory, near Birmingham. The leader of the expedition, Colonel LeBlanc, is on the right. (See accompanying paragraph.)

have not been very strictly observed and there has been a growing tendency for British motorists to fit plaques or separate letters of various non-standard designs. But customs officers and the police abroad are now more rigidly insisting upon the specification laid down by the International Traffic Convention of 1949.

Fire Protection

A DEMONSTRATION of a new method of extinguishing fires in large oil and petrol storage tanks was given recently by the National Fire Protection Co., Ltd., Essex Works, Faggs Road, Feltham, Middlesex. For the purpose of the demonstration a storage tank was provided with a diameter of 30ft and a height of 10ft. The capacity was 33,000 gallons. A mixture of oil and petrol was used and after being ignited it was permitted to burn for a considerable time before being very quickly brought under control.

The new technique involves the use of a vaporizing liquid with methyl bromide or chlorobromomethane base. The apparatus consists of a floating container on the surface of the fuel located centrally. At the top of the container is a revolving head with multiple sprayheads.

It was observed during the demonstration that the fire was controlled by means of this apparatus within a matter of seconds.

Purchase Tax on Twelve-Seaters

IN recent months a number of special vehicles have been introduced capable of carrying twelve people. As twelve-seaters they have been eligible for purchase tax exemption, but many have been designed so that the seating can be rearranged to provide the number of forward facing seats normally found in an ordinary car, coupled with a useful amount of luggage space at the rear. In effect, although they can be used as twelve-seaters they can also be converted in a matter of moments to resemble quite closely the orthodox shooting brake.

H.M. Customs have now given notice, however, that in order to qualify for purchase tax exemption a number of conditions must be fulfilled by these vehicles.

The most important of these is that the seats must now be permanently fixed to the floor or to the sides of the vehicle and must not be constructed so as to tip up, fold down, swivel or pivot into different positions, except for not more than three single seats, where necessary for the purposes of ingress and egress.

The vehicle must be suitable for carrying a weight of 15 cwt or more; a length of not less than 1ft 6in measured on the front of each seat must be provided for each of the twelve occupants; the shortest distance from the front edge of a seat to the front edge of any seat facing it must be not less than 1ft 6in; the total area of the seats must be more than half the floor space; and there must be a vertical clearance of at least 3ft above the whole area of seating. Further conditions state that there must be exits for passengers on the left side and at the back, with steps if the floor of the vehicle

is more than 1ft 5in from the ground. And there must be adequate side windows. The new specifications will take effect on October 1.

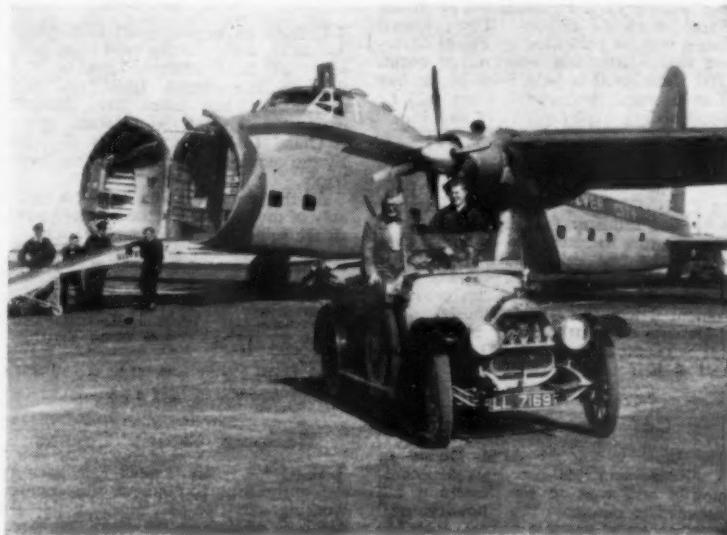
Land-Rovers Return

AFTER covering 22,000 miles the party of four Land-Rovers has returned from a testing tour of Africa and the Middle East. The team, headed by Colonel LeBlanc, already well known for his exploratory journeys in motor vehicles, left England five months ago; and the crews and vehicles make their return after crossing 62 frontiers, traversing extremely rough going and being subjected to extremes of temperature. The object of the expedition was to put the Land-Rovers through a really searching test on African routes at a time of year when it was known that conditions would be particularly difficult. It was also intended that much technical data should be collected under these extreme conditions.

An average of nearly 200 miles was covered each running day and no involuntary stops occurred. The most difficult sections included those between Timbuktu and Bourein, over loose sand and rock, the Southern Egyptian desert, where the temperature was 120deg F, in soft sand, and Baghdad to Damascus, where sandstorms persisted for nearly 600 miles and the temperature was 124deg F.

Aden on Stream

AFTER 21 months intensive construction work, the Anglo-Iranian company's Aden refinery is now "on stream." This occurred three days before the expected commissioning date, and more than four months ahead of schedule. A second distillation unit, which will bring output up to five million tons a year, is also being commissioned, and other units will be in operation during the next few weeks.



The Veteran Car Club recently held a rally in Alkmaar, Holland, which coincided with the 700th anniversary celebrations of the town. Here is one of the cars, a 1915 Darracq, beside its cross-Channel ferry aircraft. (See also page 275.)

POWER

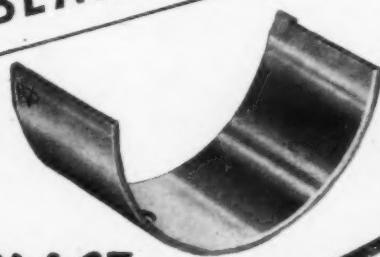
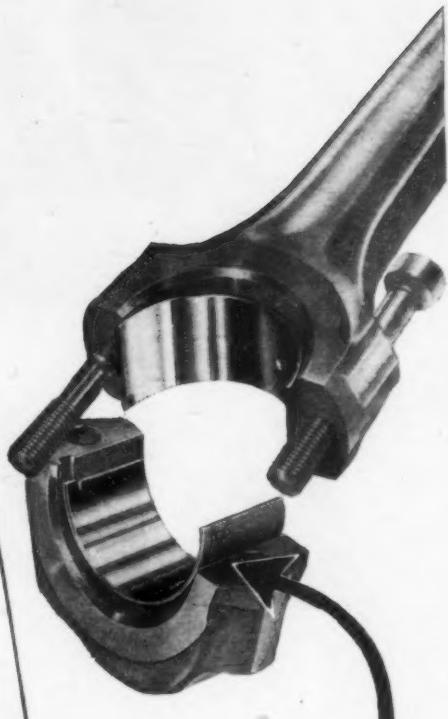
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GIANTS ARE WRESTLING ACROSS THE ATLANTIC

By
HANS BREMIS

(Assistant Professor of Economics, University of California)

Extremely soundly engineered, the 1954 Oldsmobile has an over-square, o.h.v., 185 b.h.p. V-eight engine. The standard transmission model has the lowest axle ratio in the industry —3.42 to 1.



The GREAT TRIAL

THIS year, the perennial gale of competition in the American motor industry has turned into a hurricane. 1954 will long be remembered as the year when Ford nosed out Chevrolet, and the six independents merged two by two and thus ceased to be independents.

It all began with the Ford production blitz last summer. Suddenly Ford stepped up production, shipped the cars to the dealers and let it be known that the cars must be sold, regardless of price. They were, for the 1953 Ford

Henry Ford II now reaps the profits of his own managerial revolution back in 1945 when he fired more than one thousand executives and replaced them with the youngest and best brains he could lure away from General Motors and Chrysler. The new talent took one order: to design a product that could beat Chevrolet. In the first quarter of 1954 success was in sight, for Ford had 24.3 per cent of the total new passenger car registrations versus 24.1 for Chevrolet. Compared with the first quarter of 1953 this is a rather impressive record; the corresponding percentages then were 17.9 and 21.8 respectively.

Having increased its own market share from 21.8 to 24.1, the formidable Chevrolet can hardly be called the loser of the game. The real losers were the Chrysler Corporation, whose market share was reduced from 21.1 to 15.2, and the six independents, now struggling for their lives. The trouble with the small independents is that they are too small. They cannot spread the overhead costs of automatic machinery and extensive experiment and product development. Consequently, they are behind the technological trend, and this hurts their sales, thus creating a vicious circle.

For example, all Hudsons have side-valve, long-stroke

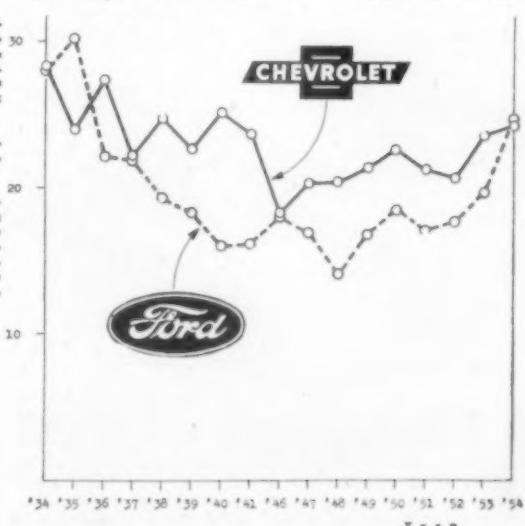
		PERCENTAGE NEW CAR REGISTRATIONS 1953-1954, U.S.A.	
		First Quarter 1953	First Quarter 1954
Buick	...	8.1	8.8
Cadillac	...	2.1	1.7
Chevrolet	...	21.8	24.1
Oldsmobile	...	5.6	5.9
Pontiac	...	6.8	6.9
Total General Motors Corp.	...	44.4	47.5
Ford	...	17.9	24.3
Lincoln	...	0.6	0.8
Mercury	...	4.7	6.2
Total Ford Motor Company	...	25.2	31.2
Chrysler	...	2.9	2.5
Dodge	...	2.2	1.7
Plymouth	...	5.4	5.0
Total Chrysler Corp.	...	21.1	15.2
Henry J-Kaiser	...	0.9	0.2
Hudson	...	1.3	0.7
Nash	...	3.5	1.6
Packard	...	1.7	1.1
Studebaker	...	2.4	2.0
Willys	...	1.1	0.4
Total Independents	...	10.6	5.9
Miscellaneous	...	0.7	0.4
Total	...	100.0	100.0

was a better product than any previous model. But the 1954 Ford is even more saleable. Like the Cadillac it has an o.h.v. oversquare V-eight engine, but it sells at the price of a Chevrolet. In addition, it has an entirely new and simple, durable and efficient front suspension, inherited from the Lincoln.

THE FORD-CHEVROLET RACE OVER TWENTY YEARS		
	Chevrolet	Ford
1934	28.3	29.1
1935	23.9	30.1
1936	27.5	22.0
1937	22.1	22.0
1938	24.6	19.2
1939	22.6	15.2
1940	25.0	15.9
1941	23.6	16.1
1942	18.2	18.0
1943	20.2	16.8
1944	20.5	14.0
1945	21.3	16.7
1946	22.5	18.4
1947	21.1	17.0
1948	20.5	17.6
1949	23.4	19.5
*1950	24.1	24.3

* First quarter only.

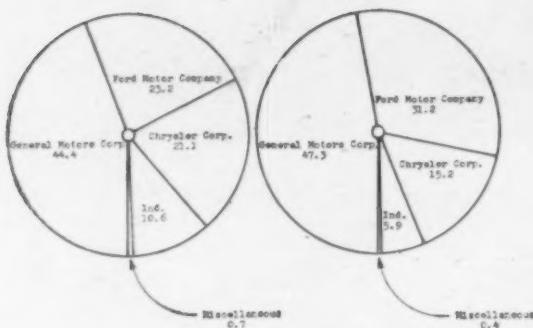
The above table provides the historical background to the current Ford achievement. The Ford and Chevrolet market shares have remained fairly stable over the years. The relatively high Ford percentage in 1946 was the result of quicker reconversion by Ford. Not since 1935 has Ford outsold Chevrolet.



Comparative curves showing Ford and Chevrolet sales, as a percentage of the market, from 1934 to 1954.

The GREAT TRIAL

continued



The American market, analysed, from 1953 to 1954.

sixes; the same is true of Kaiser, the smaller Studebaker, and the smaller Nashes. All Packards have side-valve straight eights. The Studebaker Commander alone among the independents has a truly modern o.h.v. oversquare V-eight engine.

The American history of the new type of engine is short but glorious. The o.h.v. oversquare V-eight entered the American motor industry in the 1948 Cadillacs and Oldsmobiles. In 1951, Chrysler followed suit, and in 1952,

ENGINE REVOLUTIONS AND PISTON TRAVEL OF THE BIG THREE*

	Engine revolutions per mile	Piston travel, feet. per mile
Chevrolet	2,768	1.816
Ford 6	2,937	1.762
Ford V8	2,937	1.517
Plymouth standard transmissions	2,790	2.151

De Soto and Lincoln. In 1953, the larger Buicks and the medium-priced Dodge. Finally, in 1954 the Ford o.h.v. V-eight came out. But since 1952, Ford has also offered an o.h.v. oversquare six, as excellent as the British Zephyr or Vauxhall Velox, only larger.

Thus, like all other great innovations, the new engine has invaded the low-priced field. The table shows piston travel of the three leading low-priced cars, and it is readily apparent that Ford is ahead of its rivals in terms of shortness of piston travel. To the consumer, this means a threefold advantage. First, less engine friction and better fuel economy. Second, longer cylinder and ring life, and three, smoother and quieter engine operation at high speeds. In its advertising and promotion, Ford has fully capitalized on this, and the 1955 Chevrolet is known to have an o.h.v. V-eight engine even more oversquare than the Ford V-eight. It practically has to have.



Lowest-priced model in the Chrysler range, the 1954 Plymouth Belvedere has a reliable, side-valve, long-stroke six-cylinder unit, developing 100 b.h.p. Plymouth excels in workmanship but the appearance has influenced sales adversely.

But the lives of the independents are, of course, much more precarious than those of the Chevrolet or the Plymouth. To improve their perilous positions, the independents have resorted to an old trick, well known in Britain, i.e., merging. While the post-war British merging occurred at the top end of the size scale, the American mergers have occurred at the bottom end. In 1953, Willys-Overland and Kaiser set up the Kaiser-Willys Corporation. Last May, the Nash-Kelvinator Corporation and the Hudson Motor Car Co. set up the American Motors Corporation. Finally, a few weeks ago, Studebaker and Packard followed suit and formed the Studebaker-Packard Corporation.

As anyone knows, the merger itself does not solve any problems, but it may well facilitate a solution. So far, the new mergers have too many parallel models. For example, the Nash Rambler four-door saloon sells at \$1,795, and the Hudson Jet four-door sells at \$1,858. Another example is the \$2,417 Nash Ambassador and the \$2,465 Hudson Super Wasp. Only the Studebaker-Packard merger does not suffer from duplication. The highest-priced Stude-



Best seller of the year. The 1954 Ford is the only low-priced car with an o.h.v. oversquare V-eight engine.



The 1954 115 b.h.p. Chevrolet is similar to the 1953 model. It has aluminium pistons and full pressure lubrication. The engine is the well proven 1937 o.h.v. six-cylinder unit, modified and enlarged over 17 years.

baker, the Commander V-eight Land Cruiser, sells at \$2,438; and the lowest-priced Packard, the Clipper Special, at \$2,544. Unless the new mergers can drastically reduce the number of lines and models they offer, they will be no better off than the former independents.

Rumours have it that the merger movement will continue. The talk is of another merger, this time between American Motors and Studebaker-Packard. Whether this is likely to happen or not, one is free to speculate about the opportunities offered by such a super-merger. Suppose one could build a car powered by the Studebaker o.h.v. oversquare V-eight engine, styled along the lines of the "continental" Studebaker, carrying a Nash-Hudson body and frame in one rattle-free unit, and finally having Packard workmanship and Packard's Ultramatic drive. Suppose, furthermore, that the entire output of the super-merger could be concentrated on this car. Then a Hudson-Nash-Packard-Studebaker merger could become a formidable rival to the Big Three.



The Rover has neat and businesslike body styling. Hinged quarter lights are fitted in the front windows, and their trailing edges seal up against a strip fixed to the front of the drop window, so that when both window and quarter light are open there is an unobstructed area.

Bright rubbing strips are placed along the sides of the body at just below wheel centre height. A neat trapdoor encloses the fuel filler cap, and this can be locked, if required, by a catch inside the luggage compartment.



The Autocar ROAD TESTS

No. 1542 : ROVER 60 SALOON

EARLIER this year this journal carried out a Road Test of the most powerful model of the Rover range, the 90, with a six-cylinder 2.6-litre engine; more recently the 60 has been put through its paces. This car is in most respects similar to the 75 and 90 models, as regards both appearance and chassis components, but whereas the intermediate 75 model as well as the 90 has a six-cylinder engine, the 60 is powered by a four-cylinder of 2-litre capacity, developing, as its name implies, 60 b.h.p., at 4,000 r.p.m.

For many years the products of the Rover company have enjoyed a well-deserved reputation of being smooth, silent and robust vehicles, and as regards smoothness and silence the use of a six-cylinder engine has no doubt considerably

assisted matters. But in the past, before the current 60 was introduced for 1954, excellent four-cylinder Rover models have been made. Perhaps one of the first things that needs to be examined on the present occasion is how the four-cylinder power unit fits in with the general features of the Rover car. The short answer is—very well indeed, particularly for the owner who values extra fuel economy and at the same time is prepared to sacrifice a slight proportion of the maximum speed and general performance that are obtained with the larger engines in this range of cars. As regards engine smoothness, anyone changing quickly from one of the six-cylinder Rover models to the 60 would probably notice the loss of the extra cylinders, but it is doubtful whether he would still be conscious of it after a hundred miles, as the four cylinder, considered in its own right, is very smooth, and well mounted in the frame so that very little vibration is transmitted to the interior of the car.

With a mean maximum speed of over 77 m.p.h., the 60 will cruise quite comfortably at around 70 on the very accurate speedometer without in any way giving the impression that it is being pressed hard. As regards acceleration, the 60 compares quite favourably with the more powerful models because of a noticeable reduction in total weight, and a more accurate assessment of the performance can be obtained by comparing the b.h.p. per ton laden figures of the 90 and 60 (56 and 39.6). As well as providing a good maximum performance, the 60 also possesses more useful and desirable features for everyday use, such as a



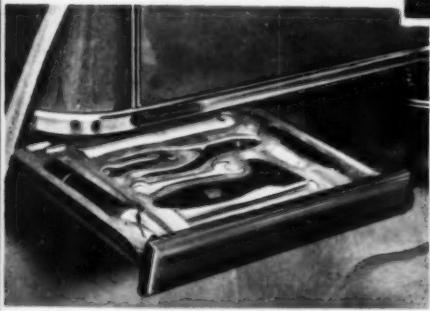
Below the Viking motif and the Rover name is a small badge bearing the figure 60, which denotes the model, while at the bottom of the radiator grille is a small hole for the starting handle. Small side lights are mounted on top of the wings close to the outside edges of the car, and below the built-in head lamps are white reflectors.

ROAD TEST

. . . continued

The smooth leather upholstery and pile carpets give an air of luxury to the interior. Apart from the central folding arm rests, additional rests are also provided on all the doors, those at the front being adjustable for height. Lights operated by opening the doors are provided for both front and rear compartments. Switches inside the door pillars enable the interior lights to be used independently.

(Below) A small tray placed below the facia locker carries the small tools, including a tyre pressure gauge. They are neatly positioned in a moulded rubber lining.



gear changing, and the ratios are well chosen to provide nicely progressive steps. The clutch is very light to control and smooth in operation, and the pedal has just about the right range of travel.

The layout of the gear lever is a compromise between the desire to produce the positive form of control associated with a central remote control unit and at the same time to provide a clear floor space to permit three abreast front seating. The result is very satisfactory and provides a well-placed lever which has a nice feel and gives positive control. The complete unit is mounted on a turret top so that a certain amount of sideways adjustment of the lever position can be provided to suit individual requirements and left- or right-hand drive.

Clutchless Gear Changing

The inclusion of a free wheel means that two gear changing techniques can be used depending on whether the facia-mounted free wheel control is placed in the free or fixed position. For normal driving in the fixed position, gear changing is, of course, performed in the usual way, but with the free wheel in operation clutchless gear changes may be made provided that the car is free wheeling at the time the actual change is made. To perform a clutchless change up it is necessary only to close the throttle and pause briefly before moving the gear lever into the next position; for changing down it is not necessary to pause once the right foot has been lifted. If the car is on the move, the change-over from the free to fixed position should always be made when the car is accelerating so that both parts of the transmission are rotating at the same speed before they are locked together.

The Rover rides and handles well over all types of road surface, and perhaps one of the reasons for its consistently good handling is the particular attention paid to detail design that ensures that all the metallic bearings are effectively lubricated, by the most efficient method of sealing

good bottom end engine output and general smoothness throughout its speed range.

The transmission follows the Rover practice by the inclusion of a free wheel unit at the rear of the four-speed gear box. Synchromesh is provided on top, third and second gears; it is very effective and well able to cope with fast

the parts so that the lubricant cannot escape and at the same time dirt and water cannot get in. Not only does this ensure optimum bearing efficiency, but also it very considerably reduces routine maintenance, to a degree in which the current Rover is outstanding.

The suspension is sufficiently firm to provide a well-controlled ride with very little roll, but at the same time it is in no way harsh over very rough surfaces. There is also very little pitching and the car remains on a relatively even keel under severe braking. The 60 has very good directional stability and handles well. There is a satisfactory degree of understeer and the car holds its line nicely on corners. The steering is light, with $3\frac{1}{2}$ turns from lock to lock, yet it is also precise in the straight ahead position and gives the driver a nice degree of feel, with the complete elimination of heaviness that might be and often is caused, in another design, by inefficient lubrication of the king pin thrust bearings.

Braking Consistency

With any car fitted with a free wheel it is necessary to provide a particularly good braking system as, in the free position, there is, of course, no engine braking available. The hydraulically operated brakes have two leading shoes at the front, and leading and trailing shoes at the rear. The brakes are provided with a satisfactory lining area and proved to be very satisfactory during the entire test. Very little increase in free pedal travel was noticed in a distance of over 800 miles, which also included performance testing. The brakes recorded a satisfactory maximum efficiency for a moderate applied pedal pressure, no fade was experienced, either on the road or during performance testing, and the brakes remained nicely in balance even when they were warm. Under extreme conditions, with the car driven two up, there was some tendency for the rear wheels to lock before the front ones, but this was not noticed under normal driving conditions. The hand brake is powerful, with the lever conveniently placed parallel to the floor at the right of the front seat.

This is a particularly quiet car and at normal cruising speeds all the mechanical components are well insulated. There is some gear noise in the indirect ratios, and the engine can be heard when it is turning quickly, but this noise is neither unpleasant nor excessive. The occupants are well insulated from road noise, although some noise is heard when traversing regularly spaced bumps in the road such as cat's eyes reflectors. With the windows closed the car is quiet as regards wind noise, and with the front quarter lights half open there is still no more than a little wind noise; if they are fully opened the noise level is increased considerably.

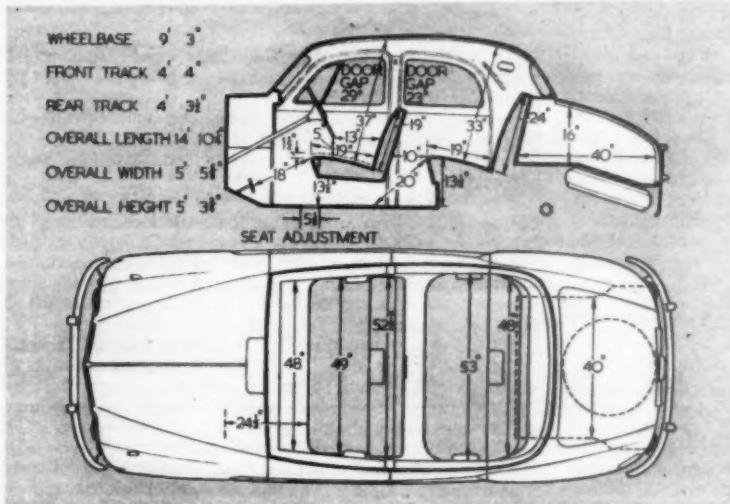
Of the many reasons for the appeal of the Rover to the discriminating owner there is little doubt that one of the most important is the layout of the controls and the driving position, which is arranged so that the driver sits symmetrically behind the wheel. The wheel itself is well positioned and nicely raked, it is fairly large in diameter, while the rim is a pleasant shape to hold. The clutch and brake pedals together with the rubber covered organ type of throttle control are nicely placed and the driver finds himself at once adopting a comfortable position for maximum control. The dip switch is placed between the clutch pedal and the central tunnel, but there is ample room for the left foot, and the side of the tunnel provides additional support.

The instruments, together with the minor controls—with the exception of those used to operate the heater unit, free wheel and choke—are placed in front of the steering column,

while the arrangement of the T-spoke steering wheel provides a clear view of the instruments. These are contained in two circular dials with speedometer and mileage recorder on the left, and a combined unit containing the fuel gauge, water temperature gauge and ammeter on the right. An interesting point which shows the attention paid to detail design is the use of a transparent section in the speedometer needle so that the mileage recorder is not masked. A button on the right of the facia enables the fuel gauge needle to be coupled with a float unit in the engine sump so that the oil level can be rough-checked without lifting the bonnet. In the centre of the hardwood facia rail is a clock, illuminated along with the other instruments at night.

The instrument lighting is particularly good and is arranged so that all the figures can be clearly seen but no reflection is caused in the screen at night; a rheostat control is provided to vary the intensity of the light. A minor

ROVER 60 SALOON



Measurements in these $\frac{1}{16}$ in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompromised.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.3	5.923	8.785	14.506
	to 1	to 1	to 1	to 1
10-30	10.8	7.6	5.4	—
20-40	11.1	7.8	6.8	—
30-50	11.9	9.7	—	—
40-60	14.6	13.7	—	—
50-70	21.8	—	—	—

From rest through gears to:

M.P.H.	sec
30	5.4
50	15.5
60	23.2
70	36.4

Standing quarter mile, 23.1 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	... (mean) 77.25	124.32
	(best) 79	127.1
3rd	... 55-65	89-105
2nd	... 33-42	53-68
1st	... 17-25	27-40

TRACTION RESISTANCE: 15 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer: ..	..	10	20	30	40	50	60	70	80
True speed: ..	..	10	19	29	39	49	58.5	68	79

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	200	1 in 11.1
Third	275	1 in 8.1
Second	388	1 in 5.8

BRAKES:

Efficiency	Pedal Pressure (lb)
85 per cent	93
75 per cent	80
50 per cent	50

FUEL CONSUMPTION:

28.7 m.p.g. overall for 177 miles (9.8 litres per 100 km).

Approximate normal range 24-35 m.p.g. (11.8-8.1 litres per 100 km).

Fuel, First grade.

WEATHER: Fine, dry surface; wind negligible.

Air temperature 67 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of September 25, 1953.

DATA

PRICE (basic), with four-door saloon body, £820. British purchase tax, £342 15s 10d.

Total (in Great Britain), £1,162 15s 10d.

ENGINE: Capacity: 1,997 c.c. (121.8 cu in).

Number of cylinders: 4.

Bore and stroke: 77.8 x 105 mm (3.063 x 4.134in).

Valve gear: Overhead inlet, side exhaust.

Compression ratio: 6.73 to 1.

B.H.P.: 60 at 4,000 r.p.m. (B.H.P. per ton laden 39.6).

Torque: 101 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.

WEIGHT: (with 5 gals fuel), 27 cwt (3,024lb).

Weight distribution (per cent): F, 52.7; R, 47.3.

Laden as tested: 30½ cwt (3,388lb).

Lb per c.c. (laden): 1.72.

BRAKES: Type F, Two-leading shoe; R, Leading and trailing.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 11in diameter; 2½in wide.

R, 11in diameter; 2½in wide.

Lining area: F, 92 sq in, R, 89 sq in (119.5 sq in per ton laden).

TYRES: 6.00-15in.

Pressures (lb per sq in): F, 25; R, 24 (normal).

TANK CAPACITY: 11½ Imperial gallons (including 1½ gallons reserve).

Oil sump, 10 pints.

Cooling system, 17 pints.

TURNING CIRCLE: 37ft (L and R). Steering wheel turns (lock to lock): 3¾.

DIMENSIONS: Wheelbase: 9ft 3in.

Track: F, 4ft 4in; R, 4ft 3½in.

Length (overall): 14ft 10in.

Height: 5ft 3½in.

Width: 5ft 5½in.

Ground clearance: 7in.

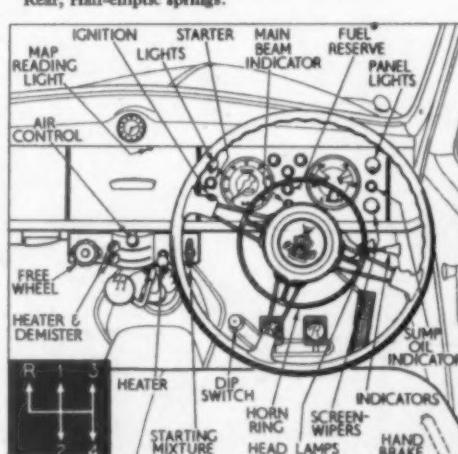
Frontal area: 22.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampere-hour battery.

Head lights: Double dip; 42-36-watt bulbs.

SUSPENSION: Front, Independent; coil springs, links and radius arms. Anti-roll bar.

Rear, Half-elliptic springs.



point of criticism here, perhaps, is that the instrument lights are not controlled by the side light switch, so that unless the instrument lighting is switched off at night after a run, when the main lighting is extinguished, it is possible for it to remain on unnoticed next day. The instrument lighting circuit is controlled by the ignition switch, so there is no risk of running down the battery if the car were left unused for a long time. Instead of a two-position switch for the side and head lamps, a single switch on the facia is used to operate the side lights, and when these are on a small lever on the right of the steering column below the direction indicator switch operates the head lamps in a most convenient way, without the need for reaching forward.

A group of warning lights is placed between the two main instrument faces, and apart from the normal red ignition warning light, these indicate low oil pressure (green light), head lamp main beam (small red light), while an amber light is illuminated if the choke control is left out too long after a cold start. Very little choking is required, incidentally. Each time the engine is started from rest the red ignition and the green oil pressure warning lights are illuminated, indicating that the bulbs are in working order.

From the driving seat the general all-round vision is good but it is not possible even for a tall driver to see the opposite-side wing. The curved windscreens give a good view of the road ahead, although a certain amount of blind spot is caused by the screen pillars, which are fairly thick. The mirror view is good; although the actual proportions of the mirror itself are small, so that it does not interfere with forward vision, it is sufficiently large to use completely the area provided by the rear window. The windscreens wipers cover a large area of the screen, they are powerful, and the mechanism is self-parking so that the blades are completely off the screen when not in use.

Seat Height Adjustment

The one-piece front seat is particularly comfortable; it is provided with the normal fore-and-aft adjustment, but in addition the height can be adjusted by means of a spanner, the seat being moved up and down bodily, or adjusted at only the front or the rear to alter the rake of the cushion and also of the back rest. The seat itself is nicely sprung and gives good support; it is also provided with a folding central arm rest which is pleasantly low so that it does not get in the way of the driver's arm, but forms a useful stop to prevent sideways movement of the driver or passenger if the car is cornered quickly.

There is a satisfactory amount of head and leg room for all passengers, and the doors are quite large and open wide, the front doors being pivoted on their leading edge, while the rear ones are hinged at the back. They are fitted with push-button locks, and, because of efficient rubber sealing between door and body, it is necessary to slam the doors

ROAD TEST continued

The luggage locker lid is spring loaded to stay in the raised position, and a mechanism is also provided to close the lid without the need for slamming. A light illuminates the interior of the locker at night. The electric fuel pump, protected by a small cover, is just to the rear of the wheel brace.



fairly hard to ensure that they fully close. Besides the normal locking position on the inside door handles, an additional locking device is provided on the rear doors; on rotating slightly anti-clockwise the escutcheon behind the handle, the door can be opened only from the outside: this device is particularly useful if children are carried in the rear of the car.

Two lockers with lids are fitted in the facia, the one on the passenger side being equipped with lock and key; the centre one, placed below the clock and map-reading light, has a hinged lid but no lock, and this compartment is used for the radio control unit if this equipment is fitted. There are no pockets in the doors, but there is a useful shelf for oddments behind the rear seat.

A heating and demisting unit is fitted as standard, and this is supplied with fresh air from a duct connected to the scuttle ventilator. The unit operates efficiently, but there is a certain amount of air noise when the heater fan is switched on for maximum circulation or at low road speeds. The luggage locker is of moderate capacity, but extra space would be welcomed if the car were used for a Continental tour with five people. The fuel tank provides a useful cruising range and can be filled quickly without blowing back. It also incorporates a 1½-gallon reserve controlled by a switch on the facia.

The head lamps have a satisfactory range and spread of light in both the main and the dipped position. A starting handle is provided and there is a four-point jacking system with two attachment points on each side of the car, between the wheels. Very little routine maintenance is required, and there are only four grease nipples which require attention at intervals of 3,000 miles. The battery is reached

beneath a cover under the rear seat cushion, where it is rather less readily accessible than in the under-bonnet position now common, but where, on the other hand, because it is kept cool, it is likely to need less frequent topping up.

The Rover 60 is a very attractive 2-litre car. It has a satisfactory performance, together with a very good fuel consumption. It is also very much a true quality car, giving with the economy and simplicity of a four-cylinder engine the refinements of bodywork and of detail equipment that are part and parcel of a Rover, although many of the items under the quality heading go unseen and unheard and are revealed only in the long run or by a detailed inspection of the mechanical components.

There is ample space for the four-cylinder engine under the bonnet of the 60, and a metal cover encloses the gap between the fan and the radiator. The engine oil filter is accessible, high up in front of the exhaust manifold, and the ignition distributor is also mounted high. A clearly labelled fuse and junction box, and the brake fluid reservoir are to the right of the engine. Inside the right wing valance is a transparent fuel filter bowl.



AS the commentator put it, there were Silverstone-scale crowds at the West Essex Car Club's International meeting at Snetterton last Saturday. The weather was perfect, the sun's strength sending up a shimmer of heat from the hundreds of parked cars. The international flavour was limited to one French and three Belgian runners in the formula 3 event. Five events made up the programme; 20 laps for sports cars of up to 1,500 c.c. and 1,500-2,000 c.c. (run together), a 20-lap formula 3 race, a 40-lap formula 1 race, 20 laps for sports cars of 2,000-3,000 c.c. and over 3,000 c.c. (also run together) and a 40-lap *formule libre* race; all were from scratch. The pleasantness of the afternoon was marred for those who knew of it when, in the thirteenth lap of the second sports car race, J. W. Whewell's XK120 Jaguar rolled over at Sear Corner, unfortunately killing the driver.



R. Flockhart had an eventful *formule libre* race in the B.R.M., here shown with the nose dented and bonnet buckled after a minor bump. Below: Nuckey presses on in the Cooper-Alta, shirt tails flying, after the leading Thinwall Special.

SUNNY SNETTERTON

Large Crowds and Good Racing at West Essex Club's International Meeting

The bright spot of the first sports car race was the wonderfully spirited driving of Archie Scott-Brown in the Lister-Bristol. Chasing hard on the heels of Salvadori's Gilbey Engineering Maserati, he passed him during the seventh lap and increased his lead until he was 16s ahead. Towards the finish Salvadori closed up till there were only 5½ between them.

The formula 3 race brought the disappointing retirement on the line of D. Parker's Kieft, with a broken gear box. The up-and-coming Russell took the lead in his Cooper during the second lap and held it throughout. The order from laps 5 to 11 was Russell (Cooper), Bicknell (Revis) and Bueb (Cooper), who retired in the eleventh lap with a broken primary chain. A fine battle had been raging between Brandon's and Leston's Coopers for fourth place and Leston, lying fourth, moved up into third place on Bueb's retirement; Brandon passed him in the eighteenth lap, but he was repassed by Leston in the nineteenth.

Reg Parnell's win in the 40-lap formula 1 event in the Ferrari was to be expected, even by Parnell himself who, beaming all over his face after winning, was congratulated and shrugged his shoulders indicating that there was little opposition. Gerard's Cooper-Bristol, giving away half a litre, did well to finish only 48s behind the Ferrari, though the latter was undoubtedly being spared for the *formule libre* race to come. Parnell was cutting

out very early for the corners, keeping the revs down and saving his brakes. During practice, Gerard's fastest lap in 1m 51s was only 0.6s slower than Parnell's best lap.

From the Le Mans start of the second sports car race, Sopwith's Sphinx took the lead, but by the end of lap 1, P. N. Whitehead's extremely fast Cooper-Jaguar was in front; this car's cornering was outstandingly steady and by the fifth lap it had lapped the two rearguard Austin-Healeys—T. Tucker very sportingly taking an entirely unsuitable line on Coram Curve and waving Whitehead past. By half-way through the race he had lapped half the field, including two standard XK120 Jaguars and a C-type. The Sphinx, having held third place till half time, was put out of the running by a loose glass on the fuel filter, which called for two quick stops on the circuit.

Most of the formula 1 runners turned out for the *formule libre* race. In addition there were the Ferrari Thinwall Special and the shortened-chassis B.R.M. driven by R. Flockhart. The Thinwall led unchallenged, Peter Collins driving the heavy car neatly. The B.R.M.'s progress was not so uneventful. After a series of mishaps (which included running out of road on more than one occasion, and a minor collision necessitating a pit stop to replace a cracked distributor cover) half-way through the race Flockhart was lying last, but a very fine



drive brought him back through the depleted field (seven runners out of fifteen starters) into third place. Great credit is due to the makers of Nuckey's shirt, which became untucked in the early stages and flew pennant-wise and untattered from the undaunted Nuckey, who took second place in his Cooper-Alta before half-time and held it till the finish.

PROVISIONAL RESULTS

Lap Distance: 2.71 miles.

Sports Car Race (20 laps): Up to 1,500 c.c.: 1. Connaught 1.484 (K. McAlpine), 80.40 m.p.h. 2. Lotus 1.684 (J. Coombs), 81.00 m.p.h. 3. Lister-Bristol 1.677 (J. G. S. Gerard). **Fastest Lap:** 1. Connaught, 32.51 p.m.h. 2. Lotus 32.54 p.m.h. 3. Lister-Bristol 1.971 (W. A. Scott-Brown). 83.01 m.p.h. 2. Maserati 1.968 (R. Salvadori). 3. Frazer-Nash 1.968 (C. A. S. Brooks). **Fastest Lap:** 1. W. A. Scott-Brown, 85.41 m.p.h. 2. 85.86 m.p.h. 3. Lister-Bristol 1.971 (P. N. Everard). 78.56 m.p.h. 4. Austin Healey 2.660 (D. S. Shale). 5. Austin-Healey 2.660. 77.64 m.p.h. **Fastest Lap:** 1. Austin-Healey 2.660 (R. H. Weaver). **Fastest Lap:** P. A. Everard. 3.000 s.e.t. 1. Cooper-Jaguar 3.442 (P. N. Whitehead). 83.44 m.p.h. 2. Jaguar 3.442 (M. W. Head). 3. Jaguar 3.442 (R. E. Berry). **Fastest Lap:** P. N. Whitehead. 86.02 m.p.h.

Formula 3 (20 laps): 1. Cooper (J. Russell), 80.01 m.p.h. 2. Revis (R. Bicknell). 3. Cooper (L. Leston). **Fastest Lap:** J. Russell, 81.96 m.p.h.

Formula 1 (40 laps): 1. Ferrari 2.490 (R. Parnell), 88.42 m.p.h. 2. Cooper-Bristol 1.971 (P. N. Gerard). 3. Connaught 1.960 (D. Beauman). **Fastest Lap:** R. Parnell, 89.67 m.p.h.

Formule Libre (40 laps): 1. Ferrari Thinwall Special 4.693 (P. J. Collins), 91.58 m.p.h. 2. Flockhart. **Fastest Lap:** P. J. Collins, 94.37 m.p.h.

Having led, unchallenged, throughout the formula 3 event, J. Russell (Cooper) proudly displays his trophy.



Resembling the Le Mans Jaguars, Peter Whitehead's Cooper-Jaguar leads in the second sports car race which it won with considerable ease, having lapped six cars by half-time.



In rough weather the boats at Prussia Cove are hauled up the slipway to the right of the photograph by a single-cylinder diesel engine.

By PETER GARNIER

THERE ARE STILL
PLACES WHERE
THE EXPLORER IS
NOT A
“TOURIST”

CORNISH

SOMETIMES, when the traffic in central London is at its densest and the pavements are as crowded with people as Wembley Stadium on Cup Final day, it is pleasant to think of the most isolated places one knows; places which have remained unchanged since the memory of man and will probably continue to do so for eternity. It depends on what sort of a person you are. For those who like crowds—and there are plenty who do—the contrast will not seem attractive; for them there are Brighton and Blackpool.

For those who do not, there is, among other places, western Cornwall. The arm of commercialization has certainly reached out to parts of it and, in my opinion, spoilt them. As transport becomes increasingly available, however, and crowd-lovers more mobile, this is necessary. A mackerel would be as unhappy on a Piccadilly pavement as a crowd-lover in uncommercialized parts of Cornwall.

There are still places where trips round the bay are not available, where pixie toasting forks or ice creams are not for sale; there are no notices saying “this way to the Cove” or extolling the virtues of cream teas at the

Smugglers’ Café. The few drivers who reach them do so slowly and apprehensively, fearing that there will be nowhere to turn and that they will have to retrace their steps in reverse. There are antiquities in greater profusion than in almost any other county and relics that take one back to before history, where fact and tradition become intermingled. Though, this summer, there are more visitors to Devon and Cornwall than ever, it still seems roomy and airy enough not to be crowded—outside the towns.

Penzance by no stretch of the imagination can be said to be beautiful. Its name means “holy headland” and probably applied to the point known as the Battery Rocks, once occupied by an ancient chapel but now by a bathing pool. The town’s arms were, until recently, John the Baptist’s head on a charger—the authorities having misread the name to mean “holy head.” During the holiday season the narrow streets become densely crowded but the town makes an excellent centre for exploring the district.

By taking the main road (A30) out of Penzance as far as Long Rock and forking right through Marazion, one can, beyond this town, turn right towards the sea at any of

several small turnings and find unspoiled coves. They are reached by narrow lanes, well surfaced and winding, which run between high, flower-covered banks. In summer, when the sea is calm, the first sight of these places is one of striking beauty. Rocky promontories stick out into clear green water and the sea bed can be seen. Their names are



Newlyn harbour partially dries out at low water, leaving little streams winding their way across the mud.

20 AUGUST 1954.

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Few places in western Cornwall do not show the remains of the county's former tin mining prosperity.

CONTRAST

a joy; Trevean and Stackhouse to the westward of Cudden Point and Pixies', Prussia, Bessey's, Rinsey and many others to the eastward. Prussia Cove was named after the old King of Prussia Inn; the landlord, a man named Carter, was a notorious smuggler. The majority of the coves can be reached by car but there are several which entail a longish walk and are well worth the trouble when one reaches them. To the west of Penzance the coves are fewer and mostly without sand.

Beyond Newlyn and up the steep Paul Hill the road leads through Sheffield, a cluster of small windswept houses, and on to Lamorna Gate. Until recently Lamorna Cove was privately owned and untouched. It has now become commercialized and possesses all the amenities in the way of boating trips, a café or two and a souvenir-cum-bucket-and-spade store. Beyond the Lamorna turning, at the top of Boleigh Hill, are two tall granite pillars, the Pipers. Farther along the road is a prehistoric circle of stones, the Merry Maidens. Legend has it that the pipers played while the maidens danced on a Sunday and that they were turned to stone for their irreverence.

Near here is a small turning to the left which leads through a farm to Tregiffian. The cliffs at the end of the track are high and dangerous. A few years before the war a Belgian trawler was driven ashore here and those of the crew who managed to reach the rocks climbed to the top—a feat which must have required considerable agility and courage. To the eastward the cliffs disappear and the rocks slope gently into the sea. In calm weather there is excellent bathing in the little inlets, provided one is a swimmer—there is no “shallow end.”

Near here is St. Burian, with its fifteenth-century Perpendicular church, the tower of which is visible from most of this part of Cornwall. When Athelstan first sighted the Scilly Isles from this spot he promised to build and endow a college if he conquered them successfully. He kept his promise. Parts of the present church date from the original one, which was dedicated in 1238, notably the Norman arches north of the chancel. The saints to which this and other churches in Cornwall are dedicated are of interest. In other parts of the county one is accustomed to dedications to St. John or St. Peter, but St. Columba, St. Miniver, St. Budock, St. Sennen, and so on are unfamiliar.

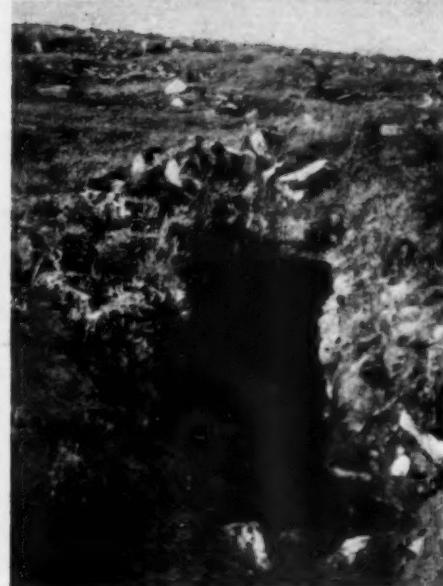
Dedications in Cornwall (as in Wales and Ireland) are Celtic in origin and such records as ever existed have been destroyed by invaders.

The contrast between the landscape of western Cornwall and other parts of the county is marked. There are few large fields; granite walls separate a multitude of small fields and such trees as there are seem to have grown in a wind tunnel; the whole countryside looks as though nothing could alter it. In the valleys running down to the sea there are trees, but they are small and lichen covered. In Devon it is said that Cornwall does not grow enough wood to make a coffin.

Of the antiquities, perhaps the beehive huts at Chysauster are of greatest interest, being well preserved and cared for by the Ministry of Works. These lie to the north of Penzance and are approached by turning left immediately to the east of the town and heading for New Mill. There are eight huts, each consisting of a circular or oval courtyard with inner rooms opening from the outer chamber. Running through this ancient British village is a curving street, laid out with large flat blocks of granite. Walls are very thick and strongly built of granite and, though no roofs are still in existence, it is thought that these were of some form of thatch. Rudimentary drains can be traced and in one or two of the chambers there are large hollow stones where tin ore may have been ground. A little distance from the village is an underground passage or *fogou*, which has fallen in. It is believed that tin was stored here.

The hill, on the lower slopes of which the village is built, is crowned by Castle-an-Dinas, the fort used for the defence





Unlike any other county; this view from Sancreed Beacon shows the absence of trees and the mass of little fields. Right: Chapel Euny Cave, near Sancreed; a remarkable ancient British underground dwelling built of large blocks of stone. Inside the entrance, shown here, the tunnel branches off to a circular chamber.

CORNISH CONTRAST continued

of the village. There is an example of this type of fort on the Penzance-Morvah road, a mile or two from Morvah to the left of the road. Although the Ministry of Works has not excavated or cleared away the overgrowth of bracken and brambles, it is possible to trace out the two circular outer walls and the entrance. As with other similar forts, Castle Chun is on a high, exposed hill and commands a splendid view of the surrounding countryside.

Craftsmanship

These old places have an extraordinary atmosphere. Their construction is so crude and robust that they have stood for some two thousand years, and yet some of the examples of craftsmanship—jewellery, notably—that have survived are amazingly intricate and beautiful. It is interesting to sit in one of the chambers and look out through the doorway at the Cornish countryside and try to imagine the type of person who first stepped proudly into his hut.

While in the New Mill district those whose interests lean towards ancient cars might well pay a visit to Mr. Prowse. For years he has hoarded, magpie-like, anything old that he can acquire. The result is a collection of books, pictures, firearms, motor cycles and cars the study of which

would take a week. Though he has no complete veterans or Edwardians, he has a collection of instruction books and motoring literature dating back to the turn of the century and, carefully catalogued, crown wheels and pinions dating to the earliest days of "live" axles.

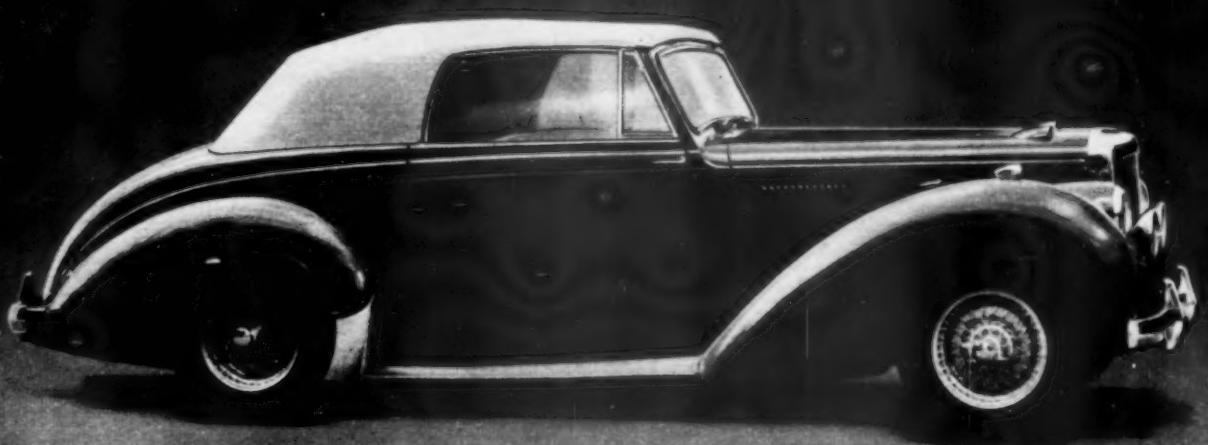
Near Sancreed there is the remarkable underground dwelling, Chapel Euny, recently cleared and excavated. This is well preserved and it is possible to walk along the subterranean passage with its walls and roof of large stone blocks. A circular chamber, open to the sky, leads off the main passage. This, as with most of the megalithic remains in the county, can reasonably be dated to the Neolithic or Bronze Age.

It is not surprising, perhaps, that the inhabitants of a county so full of interest should be willing to sell their wares. So, in the summer, Cornwall attracts its thousands of visitors and offers them, in spite of the crowds, wild, open spaces and freedom. But it is in the winter when the Atlantic rollers sweep in before the westerly gales and even the cliff tops become foam-flecked, that the county is at its best. The crowds depart to the cities and the little towns put away their coloured lights, flags, souvenirs and tourism. The countryside pulls up its bedclothes to dream of its giants, pixies, smugglers and its tin mining prosperity and to wait till the summer returns.

Beehive huts at Chysauster. The masonry, of "dry-wall" variety, is neat and robust. It is interesting to speculate, in the view through the doorway, on the differences in the landscape approximately 2,000 years ago, when the huts were built.



PERFECTION



THE Alvis T.C. 21/100 Drophead Coupé is a masterly example of British car-making at its individual best—built by the practice and skill of craftsmen working as a team; built for the man who asks not only for stylish individuality but for the power of performance and the challenge of speed under perfect control. Here then is yet another great-hearted car to be proudly owned and driven mile after mile, year after year. As the "Motor" says of the T.C. 21/100, "This is the way to go

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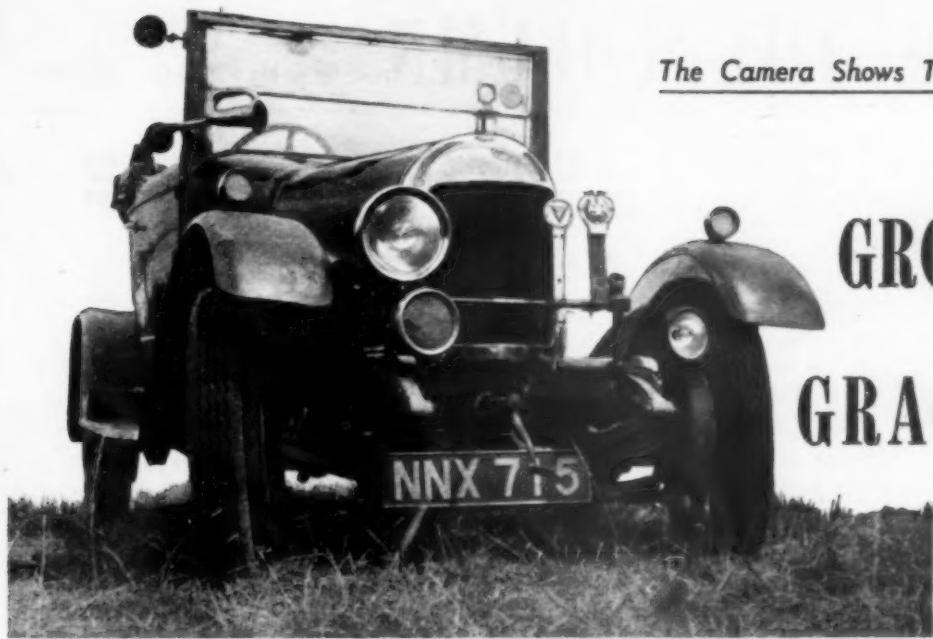
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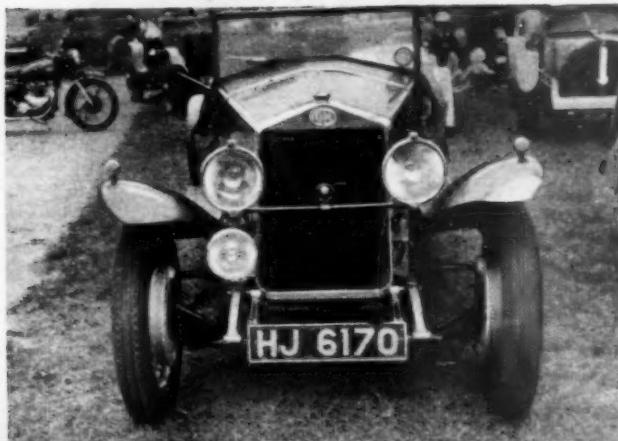
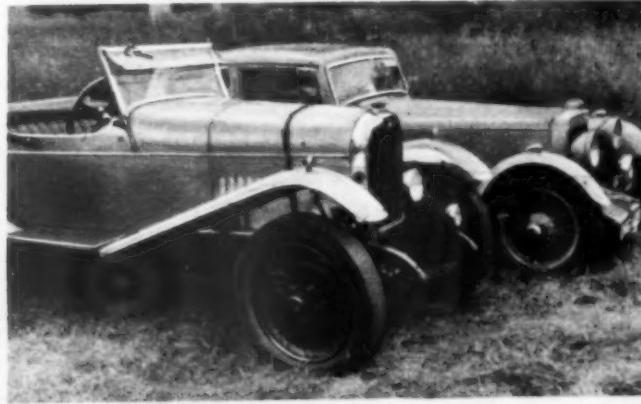
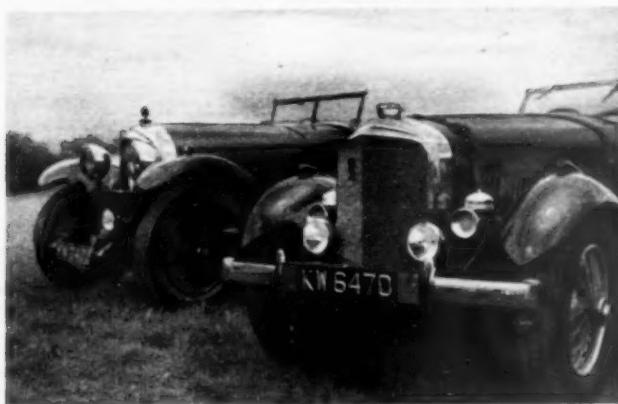
The Camera Shows That They Have . . .

GROWN OLD GRACEFULLY

KNOWLEDGEABLE spectators will always take time off from an event involving vintage cars to stroll round the car park, for there will inevitably be found old cars maintained by enthusiasts in a state of perfection that is often higher than that in which the cars came from the factory so many years ago. The pictures on this page were taken at Silverstone during the recent Bentley Drivers' Club meeting and they show with pictorial eloquence how the fine machinery of the past can be lovingly maintained so that the withering of old age is indefinitely postponed. Pride of place for upkeep went to the Bentley KW 6470,

perhaps a little unjustly in view of its modifications; the Bentley beyond it is more true to pattern. But the 12-50 Alvis was beautifully restored also, its aluminium body gleam; beyond it the Aston Martin was too young to need face-lifting.

The bull-nosed Morris had been subjected to loving treatment and retained its radiator thermometer and bulb horn; the O.M. was starkly (and smartly) original. The low-built Talbot was obviously special though strictly of the *marque*, and its brass radiator shone proudly, true gold amongst so much modern chromium.



DODGING THE COLUMN

YOU, TOO, CAN

by J. R. Davey



By permission of John Bartholomew and Son, Ltd.

The sharp lithographic printing of Bartholomew county maps, to which normal reproduction cannot do justice, is valuable in an area containing much detail. The section shows a stretch of the Portsmouth Road (A3). In the photograph is an old wooden bridge across the charming Wey Navigation, a river turned into a canal in medieval times. On summer evening, the Wey is very much less frequented than the Thames, although there is a waterside inn at this spot, (in north of Ripley) and a good many people go there. A local man may be forgiven for not publicizing the more unfrequented!

In the first part of this article the author showed how intelligent map reading could result in quiet roads, pleasant journeys and destinations that do not disappoint. In this concluding instalment he gives some advice on acquiring maps.

A COMPLETE but not too elaborate or expensive map outfit for an ordinary motorist might well be: A map book, with index, covering the whole country. Those of the size of *The Autocar*, rather than of novel size, are much better: I was plagued for years by a book of small maps to a large scale, so that planning a journey had so many turnovers (like a serial in an American magazine) that one ended in confusion, with innumerable markers sticking out of the book to keep touch with the too numerous plates involved. Even the best map books are not good for long route planning, so one needs a sheet showing all of England, but Southerners do not need the inclusion of Ireland and the Highlands, which reduces the scale of the whole thing so much. Then there should be a good sheet map of one's own county, with one or two others of favourite touring areas, or of counties where often-visited friends live. Finally, very large scale local maps, collected gradually over the years as needed, when based on one centre on annual and weekend holidays, and, where this applies, a detailed sheet of a large town: as regards London, a route sheet and a very detailed map book.

I look on my own all-Britain map book as a reserve, really, so that no part of Great Britain finds me entirely mapless. In lanes, however, small scale map books of exquisite clarity and detail still leave one a little baffled at times. There is, for instance, the cross-roads shown on the map which, when one comes to it, is a mere T, the continuation of one's road being actually behind a hedge, round a corner.

In buying maps, look for the utmost clarity of printing. Check some part where you know that there has been an important and not too recent change, and see if the map is obsolete. And study some complexity which is well known to you, to see what it would be like if you were a stranger to it, and had to rely on the map. It has to be admitted



FIND SOLITUDE : PART 2 (Conclusion)

Contours are richly coloured in the new Johnston Lake District map, which gives a good idea of the hills, views and gradients. In some places a small road to an obscure village may need rather close inspection. The photograph shows the charming little road from Martindale to Sandwick, at the side of Ullswater.



By permission of W. and A. K. Johnston and G. W. Bacon, Ltd.

that some shops seem to have quite a stock of almost antique maps. I saw one the other day in which a thriving industrial township, which has been like that as far back as all but the elderly can remember, was indicated as a church, an inn, and a handful of cottages!

There has been a great etching of new and up-to-date plates by the cartographers, and for the benefit of those who do not have a good map shop locally, it may be of interest to attempt a review of the styles and individual particulars of some of the principal road cartographers.

John Bartholomew and Son, Ltd. produce maps by the sensitive process of lithography, which gives clear, sharp detail and small print. They are distinguished by a very clear code of contour colouring, six unobtrusive shades of green and brown and purple being used. On these maps the bright red of main roads and the yellow of B roads stand out clearly: towns are bold and black. The network of by-roads and villages is printed in very fine lines, so that it does not detract from the planning of longer journeys, but is nevertheless legible, even in the smaller scale maps. They are with good reason standard favourites for tourists.

There is a Road Atlas of Great Britain and its smaller isles, at 1in to the mile, each pair of facing pages opening out to a 14in by 9in plate, of which there are forty-four. Six pages of 1in street plans of London, Liverpool, Manchester, Birmingham, Glasgow and Edinburgh follow: they are useful, but cannot take the place of ampler guides, only the most

important streets being named. Finally, there is an index with map references to towns and principal villages.

Sheet maps of the fairly small scale are the basis of the book, and even smaller, 1in to the mile, maps. But counties, or regions, are covered by 22½ by 33in sheets of 1in scale. Golf courses, airfields, National Trust properties and even principal buildings are among features shown, and they are kept well revised. Large built-up areas are recognized by the convention of showing their streets as hairlines, but in country districts and towns the convention of showing houses as small, square, black dots is used. Even when maps are in all other respects up to date, the enormous expansion of building in such counties as Surrey cannot be up to date. Regular aerial photographs are required for that, in these days, not maps! These fairly large-scale maps are excellent for plotting day excursions.

Bartholomew's series also covers Continental motoring with many maps.

The Long Journey

As regards Michelin in Great Britain, map activity has recently recommenced. A new Michelin road map of all Great Britain and Northern Ireland, at 1in to 14 miles, on strong paper, came out at Easter, and a map book to the same scale will be published some time in 1954. In this map, railways, rivers and geography generally are not shown. Only the main roads are there, the most important standing out strongly in red. Where they have route importance or link big roads, the B roads are shown. All towns, except London and a handful of other big ones, are plain circles.

It is possible with such a map to weigh off any long-distance journey with a glance, and to see at once the way past big cities, such as the northward Kenilworth-Coleshill-Lichfield avoidance of both Birmingham and Coventry. Distances between places are marked in blue, accurately. Michelin simplify or omit physical features. By colour and symbols, roads are shown as "straight road, full visibility," "fairly wide road, care needed when overtaking" or "very wide road, room for three lines."

George Philip and Son, Ltd., whose associated company is Edward Stanford, have exhaustively charted the huge wastes of London, its surrounds and approaches, and how to get into it or escape from it (according to taste), in many different maps. Although I need not refer in detail to these, for the Londoner has fine bookshops, I cannot resist the Quickway map, sponsored by the R.A.C., which colours in the dodgy routes used by taximen! Philips also have an excellent main road map of Britain, at 1in to 16 miles which includes a table of distances from London; a 1in to 10 miles road map, a set of 24 Stanford card maps at 1in to 8 miles in

DODGING THE COLUMN . . . continued

a transparent case; and a maps-and-guide set of cathedrals and of stately homes open to the public.

There is one very useful class of map for large cities, especially London. It may take the form of a book with an index in which every side street, even every mews, is map-referenced. This is handy for finding particular places and addresses, and cunning by-passes round centres of congestion. My own favourite is the Geographia, because of the thin-stroked clear-cut type which makes such a mass of names easily read. But such books show too small an area per page to be ideal for plotting a route from an outer to a central area, for which the large single sheet is to be preferred.

Detail

In the maps of any cartographer of London or an area of, say, 20 miles round "The Great Wen," it can be expected that the minute detail of cottages, Druid circles and hills and valleys will be rightly eliminated. Yet it seems to me that elimination of everything except roads in such maps makes turnings very difficult to spot by a small cast iron plate high up on a wall, and probably hidden by something; and I should like to see all the semi-permanent landmarks, by which one actually has to navigate, kept in. Churches and Woolworths, tube stations and war memorials, railway and canal bridges, palaces and garages, town halls and public conveniences, are the obvious examples, and the more land-marking sort of public house such as the Elephant and Castle. Colouring of main roads is helpful.

Taking this a step further, if derestricted roads such as stretches of the North Circular Road and the approach to Twickenham Bridge, likely to provide good steaming; clear



A section of Michelin's motoring map of Great Britain. The elimination of topographical and geographical features is quite drastic. The road's the thing, and by various conventions and colours its nature, whether broad or narrow, rather blind or with good visibility, is indicated. In the photograph is Aynho, near Banbury.

By permission of the Michelin Tyre and Rubber Co., Ltd.



though residential roads such as King's Avenue, Clapham; and congested, traffic-lighted High Streets full of shops—if these three semi-permanent categories could be distinguished by separate colours it would be good. However, one must recognize that although Britain's road system is almost as unchanging as the laws of the Medes and Persians, the character of roads does change, and if cartographers adopted that suggestion their printing plates would have a shorter life.

A Scottish cartographer, W. and A. K. Johnston and G. W. Bacon, Ltd., have made good progress with their series of 1in to 2 mile maps, which are 25in by 30in, a large sheet size, and cover principal touring areas. Contours are shown in strong colours, and in the latest of the series, the Lake District, the strong browns of the high land show very clearly the run of the mountains and valleys. Legibility does not suffer from, and the landscape is well suggested by, the use of fairly strong and rich contour colours. But in places, especially where the convention of showing forest with a pattern of little circular trees is adopted, lanes and villages do require a rather careful and close study. The section chosen for reproduction is in the Lake District. Obviously, the geography of the region is of paramount interest. Roads are just a means of motoring access. Very few motorists can be hurrying through the district as part of a long journey.

The oil companies have always been great sponsors of maps, and put out inexpensive editions, which are often distributed by filling stations. And so have the R.A.C. and A.A.

In the scale of an article it is not possible to refer to all motoring maps, for they are legion, but I have ventured to suggest what sort of map equipment a motorist who is weary of congested roads and spoilt places should have. Britain has few road arteries, and those not good when compared with the communications of other countries: but, to my mind, it is still the world's best country for pleasure motoring, for none is lovelier and none has so remarkable a network of excellent by-roads.

Are you getting the best your car can give?



4. COMFORT...

The comfort of a modern car depends so much upon the tyres being correctly inflated. Tyres which are too hard, no less than those which are too soft, will fail to bring out the smoothness of which the car is capable. Incorrect tyre pressures will also cause the finely-balanced car to fall far short of peak performance in

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Typical of some of the older houses in Cheshire, this black and white building, a few miles from the Oulton Park racing circuit, makes a fine backdrop for the Aston Martin DB2-4 sports saloon.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

Standard Practices

Was the Repairer at Fault?

[65826.]—I have just lost a court action which I think may be of interest to your readers.

I own a 1935 Ford Ten and, like so many other owners of old cars who have limited financial means, carry out most of my own maintenance.

A few months ago one of the big ends started knocking, so I decided to remove the engine and take it to a local garage for a rebore, new pistons and big end and main bearings, for which I had been given an estimate of £11. I took the engine in complete; I was prepared to pay for the extra work of dismantling and assembling.

However, as admitted by the defendants in court, my instructions were specifically for the work I wanted; but, when I went to collect the engine, I found that they had fitted a new starter ring, a new set of valves, springs and guides, and a timing chain, without my knowledge. They were unable at the time to produce the original parts. I explained that I did not consider those parts should have been renewed without my consent, as I had had the valves and springs for only six months, and that I never used the starter motor. They refused to admit their mistake, so I immediately sought legal advice, as I considered

it was worth a few shillings to know whether or not I must pay. I was assured that I had no need to pay for anything I had not ordered, so I left the matter to the solicitor.

I was able to produce in court the account from the Ford agent, showing that I had had the engine inspected and new springs and valves fitted only six months previously, as evidence for my statement that the compression and power of the engine were good. The judge, however, would not even consider it, neither would he take into consideration the fact that I was not in a financial position to renew all slightly worn parts unless absolutely necessary.

Instead, the judge decided that the defendants were quite within their rights to replace any parts they considered necessary, as it was standard practice in the trade not to refer back to the customer for their approval for "small items." In my case this amounted to nearly £6, which certainly is no "small item" to me, nor to thousands of other motorists in a similar position. The solicitor has now presented me with a bill for over £18 for defendant's costs.

E. A. PERRY.
Luton, Bedfordshire.

Speed Possibilities

Resentment Towards Sports Car Drivers

[65827.]—As a motoring enthusiast, a student of quality cars, and the proud owner of a pair of roller skates, I feel I must comment on a letter [65825].

Your correspondent, Mr. H. Cecil Macgregor, suggests that the road laws of this country be revised to include a special driving test of a vigorous nature for conductors of high-powered cars. He gives the impression that the driver of, say,

CORRESPONDENCE

TF M.G., which is capable of perhaps 80 m.p.h., is rather less likely to have an accident than the driver of a car with a maximum in excess of 100 m.p.h.

Has Mr. Macgregor not realized that a mishap at 70-80 m.p.h. can be just as disastrous as one at 110-130 m.p.h.? In fact, it would be true to say that passengers in a car involved in an accident whilst travelling at 30-40 m.p.h. are just as likely to receive fatal injuries.

Whilst I admit that the blame for an accident is often, unjustly, laid at the door of the fast driver, we must not lose sight of the fact that, until the general public has become educated to fast cars, no amount of driving tests and propaganda will result in a lessening of resentment towards the sports car owner.

If a driver performs well in front of a driving examiner this is no guarantee that he will not come unstuck at a later date, no matter how searching the driving test may be.

Sevenoaks, Kent.

R. C. CROUCH.

Far Away Places

Antipodean Road

[65828.]—I enclose a photograph I took showing a sign erected at Wairiki, on the island of Taveuni, in the Colony of Fiji. As the notice claims, this is the only motor road in the world which crosses the 180 deg meridian, which is, of course, the date line, except where diverted to avoid land as is the case with Fiji.

It is, therefore, the only road on the opposite side of the world to London. Unlike the Trans-Canada highway [65636], this road is very poor, never straight for more than a few hundred yards and generally rough; there is no speed limit except for that determined by the road conditions, 30 m.p.h. being about the maximum. The road itself is only 40 miles in length.

Romily, Cheshire.

P. S. EDWARDS.



The sign referred to in the letter above.

Initiative

Use Side Lights When Circumstances, Not the Law, Demand

[65829.]—Mr. E. T. Swann [65754] does not appear to have learnt anything from his lucky escape from a serious accident. Although he does not say so, it appears that neither the coach nor his car was using side lights although "it was nearing lighting-up time."

In my opinion, any driver who does not use side lights within, say, 20 minutes after sunset is foolishly risking both his own and other people's lives. Given the right combination of conditions, any vehicle, of any colour, can become almost invisible. I consider that dusk can produce most difficult driving conditions and there are far too many people who delay using side lights until the absolute legal limit for driving without them.

I think the existing law relating to lighting-up time should be amended to half an hour after sunset instead of one hour, which I believe is the limit now. I do not bother about legal lighting-up time as I switch on side lights as soon as the light becomes the slightest bit difficult. This may be at sunset if roadside trees make the light difficult or dangerous. I have been driving for 42 years and my most expensive, and fairly recent, accident cost me £12 and was caused by my wet shoe slipping off the clutch, so that I shot backwards into a wall!

Northwood, Middlesex.

B. C. STANLEIGH.

continued

Attitude

Why Should the Rear End be so High?

[65830.]—Can anyone tell me why almost every modern car sits on the road with the rear end considerably higher than the front? This pathetic "new look" has even hit the new M.G. Magnette and TF, also The Wolseley Four Forty-four and, on the Austin A.70, the rear springs can be greased without even bending.

Is it not time designers forgot about American styling of over ten years ago and got down to something on the lines of the Porsche? We don't want to climb up into our cars, and sports car manufacturers should take a good look at the new Kieft 1500; in my opinion the M.G. should have been on these lines. Thank goodness we've got people like Donald Healey with us, and how right he is about the state of sports car racing. Thank you for your excellent journal.

Llandudno.

P. J. OLIVER.

Oil Consumption

A Serious Omission

[65831.]—Mr. G. O'Sullivan [65785] who proudly states that his Ford Popular was not misused in delivery appears to be guilty of an equally bad offence himself.

According to the handbook supplied with the car, the sump should have been drained and refilled no fewer than three times during the first 2,000 miles. If he has omitted to do this, then his days of trouble-free motoring are surely numbered!

Welling, Kent.

R. W. ATTWOOD.

Alarming

Further Example of Brake Failure

[65832.]—I read Mr. Ernest H. Channon's letter [65790] with very great interest, as precisely the same thing occurred to me about a month ago.

On the return from an extended stay in Italy with my 2½-litre Riley (1952) I had descended the Simplon Pass and stopped in Brigüe to change currency. The car was parked for about 20 minutes in the shade. On returning to the car and starting up, I found to my great astonishment and dismay, on attempting to turn round, that I had no brakes whatsoever. Without any appreciable pressure being required I could press the pedal down to the floorboards. Luckily the road had only a gentle slope and I was able to pull the car up by using the hand brake and running alongside the kerb.

The hydraulic reservoir was full and, after three or four minutes of vigorous pumping on the foot brake, normal braking was re-obtained. I drove a further 150 miles that day rather gingerly and, in the evening, gave the braking system a thorough inspection; apart from taking up slight wear caused by 3,000 miles of hard mountain driving, I could find nothing wrong, and have since driven a further 2,000 miles without any trouble; I can easily obtain 70 per cent efficiency on my Ferodo brake meter.

On my return, I informed the London Riley service department of this awkward occurrence but, apart from stating that possibly a bit of grit had entered the master cylinder and that the pumping eliminated it, they were unable to give any other explanation.

I would add that the weather, when this occurred, was very fine and hot—about 86 to 88 deg F in the shade; but there could not have accumulated a great deal of heat in the braking system, as before the descent of the Simplon Pass the car had been parked for one and a half hours on the summit and was more or less cold when the descent began. Apart from this, abnormal use was not made of the brakes, since I always descend these passes in third gear. I would, therefore, be extremely interested to hear if any reasonable explanation can be given.

London, E.C.2.

L. J. KENT

Long Life

American Suitability for Hard Work

[65833.]—Under the heading "Comparison" you have published some interesting letters which, unlike Mr. A. Thorn [65776], I do not find at all amusing. I am distressed at the childlessness and poverty of debate which results from blind prejudice and ignorance.

Now, the Bentley is undoubtedly a car of class and distinction and I am certain that Mr. Thorn's first Bentley could still have been, and may in fact be, on the roads of this country today; but so are a number of 20-year-old baby Austins.

Another great victory

on

AVON



**INTERNATIONAL TROPHY MEETING
SNETTERTON
FORMULA 1 RACE**

1st

FERRARI (Reg Parnell)

(Subject to official confirmation)



on your car fit

AVON H-M
for **HIGHER** mileage



SNETTERTON

INTERNATIONAL FORMULA 1 RACE

1ST REG PARRELL (FERRARI)

3RD DON BEAUMAN (CONNAUGHT)



THE MASTERPIECE IN OILS

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Since 1934 I have owned six American cars (two second-hand) and eight English cars. To anyone of moderate income, who requires a car which will work hard and economically, with a minimum of visits to a garage, under road conditions such as prevail in Australia, South America, Jamaica and parts of North America, I recommend, with considerable regret, an American car.

R. A. PEAT.
Aberdeen.

Pre-delivery

Increase Prices, if Necessary

[65834.]—After reading letter [65774], I feel I must remark on the statement "check over by manufacturers could mean increased prices."

This means, then, if one pays, say, £1,000 for a car, it may not be put together properly and, to make sure, one must be prepared for increased prices. Then, I say, put the prices up, and state that the car is fit to be driven away.

This seller's market is certainly lasting a long time.
Ashford, Middlesex.

FRANK H. DUBEN.

Economy

How are Such Remarkable Figures Achieved?

[65835.]—Many of your readers must have read the report of the International Road Fuel Economy Contest held by the Cheltenham Motor Club (*The Autocar*, June 25, 1954).

As I understand it, the test was over a 600-mile course over which vehicles had to maintain a minimum average speed of 30 m.p.h. The winning car—a Simca, driven by Gordon Wilkins—achieved 90 m.p.g.

I am sure it would be of great interest to many of us to know just how these remarkable m.p.g. figures are obtained—not for the sake of competitions, but for economy. With petrol at present prices I should, personally, be very grateful to anyone who could tell me how to get even a modest 5 m.p.g. more on my daily driving.

Brookmans Park, Hertfordshire.

[An article "Fuel Economy Implications," by Gordon Wilkins, in *The Autocar*, August 19, 1952, explained to some extent how these figures are obtained.—Ed.]

U.C.L.

How is Insertion Accomplished?

[65836.]—Mr. D. P. Muirhead [65770] states that he has used colloidal graphite for upper cylinder lubrication for the past 12 years. Can he tell us how he gets the graphite into the upper cylinder? I would say, as a practical engineer of long experience, that, if it was so essential to have the upper part of the cylinder lubricated, the manufacturers would by this time have made provision to inject a lubricant mechanically.

JOHN F. WATSON.

Manchester.

"Poking Creeps"

A Little Off Course

[65837.]—I have just read the letter of Mr. Mark Lintz [65710] in the June 25 issue of *The Autocar* on the subject of Tom McCahill and his colourful language.

Although I thoroughly respect the right of Mr. Lintz to his own opinion of McCahill and his writing, his assumption that his opinion reflects that of all "us Yankees" is something more than presumptuous.

Road tests and general motoring articles, in spite of their inherent interest to enthusiasts, can sometimes be rather dull. Too, some are written from a purely technical angle, while others are written with one type of motorist or another in mind, and in most the writer's personality is evident to varying degrees.

While there are those, here in the States, who do not care for Tom McCahill's style of writing, there are many who do, and his publishers will bear this out.

I think there are few writers here better qualified to write road tests and articles, from a somewhat sporting angle, than McCahill, and perhaps none who has to worry less about the effect of adverse criticisms on his publishers. He possesses a most colourful and lively style of writing, and I am not alone in finding his articles excellent reading. His revival of old slang terms is a refreshing relief from overworked flippancies of the day.

Here, in this country of mass-produced goods of all sorts, including writing and opinion, it is like a breath of fresh air

continued

to come across something original, and though there are times when I do not agree with Tom McCahill's ideas, I must say that, to me, he is always good reading.

If Mr. Lintz has given the impression that McCahill is generally not liked here in the States, I think he is more than a little off course.

WARD JOHNSTON.
New York, 21, U.S.A.

The Bill

Running Costs Summarized

[65838.]—Mr. E. Worrell [65872] may like to have the following costs of running an 8 h.p. Ford from June, 1951, to July, 1953. The vehicle was new when purchased.

Petrol, £99 13s; oil, £3 11s 11d; servicing, £20 7s 2d; tax, £33 6s 8d; insurance, £30 17s 3d; depreciation, £110; total, £297 16s.

This overall cost represents 18,886 miles, which averages just over 3½d per mile.

The servicing costs include a new battery and replacements of engine, gear and axle oil.

R. J. L.

B.A.O.R. 19.

In the Bush

Brakes—on a Suitable Vehicle

[65839.]—I was interested in your article "Horse's Head Handle" (June 25) as I have for long deplored the trend of inefficiency of hand brakes on modern cars.

The problem of an efficient hand, or rather parking, brake has been overcome most effectively on my vehicle, a G.M.C. Kitcar. The truck is equipped with an extra pedal to the left of the clutch which, when depressed, locks the brake shoes on the rear wheels with rock-like tenacity. The layout is worked by a very robust system of cables and ratchets. Release of the pedal is made by a light pull on a bonnet release type pull knob. What more could one ask for except a slightly better position for the pedal?—it has a habit of gouging lumps out of my shin in the "off" position.

Whilst on the subject of the G.M.C., I have read various letters in *The Autocar* on the subject of a suitable vehicle for the bushman and corrugated dirt roads. I live in the bush and do up to 3,000 miles a month entirely on corrugated and rain-washed roads. The G.M.C., I find, is the ideal vehicle for this kind of work. It has a softly yet firmly sprung and damped fixed front axle that gives an excellent ride, a powerful o.h.v. engine (petrol is gravity fed to the pump—I like that) giving 17-20 m.p.g.; light pressure on the brake pedal is quite enough to put the passenger's head through the screen, and there is room in the back for everything including the kitchen stove. An average of 40 m.p.h. can be maintained without distress to driver or vehicle. The cost, in Nigeria, is £825; economic life is 40,000 miles.

Agenebode, Nigeria.

P. S. MAGUIRE.

Spare Wheel

In Favour Not of One, but Two

[65840.]—I have read with interest and some misgiving the editorial, "Too Many Wheels," in your issue of July 16.

While I agree that the spare is heavy and bulky, I am sure that the majority of owners—especially those who do their motoring in the remoter parts of the country—would be very sorry to dispense with it and the feeling of security which goes with it. Punctures are rare nowadays but, when they do occur, it is usually at the most awkward times and in the most awkward places; I am afraid it will be a long time before tyre manufacturers can guarantee that their products are completely puncture-proof and unbreakable.

A few months ago Mr. Raymond Mays contributed an article in which he described a journey in a Continental Bentley, which is the most expensive car on the British market. In the course of this trip a tyre was penetrated by a fairly long bolt and destroyed; considerable difficulty was experienced in obtaining a replacement tyre. This article seems to me to be a strong argument in favour of carrying not one but two spare wheels.

Incidentally, it seems a great pity that so many manufacturers store the spare wheel in such a position that luggage has to be removed before the wheel can be used. When centre-lock wheels are employed, if the spare is carried in an accessible position, and if a good jacking system is used, changing wheels presents no difficulties and should not take more than ten minutes.

WILLIAM B. URQUHART.
Bonar Bridge, Sutherland.

CORRESPONDENCE

continued

Trouble on Tow

Patience and Tolerance Required

[65841.]—Mr. R. Hardaker [65812] expresses a selfish viewpoint. Of course, caravans under tow form some obstruction on the roads; so do plenty of other forms of traffic—for instance, commercial vehicles, buses, to mention two only—all of which have speed restrictions imposed upon them and all of which are allowed to be built with a width much greater than that of the private car. Furthermore, all these vehicles are of such a construction as to make a clear view of the road ahead rather difficult. Surely your correspondent would not suggest that *all* such traffic should be confined to a five-day week.

He should learn to exercise patience when driving on the road and should tolerate other road users—of all sorts. I am quite convinced that the greatest way to improve road safety would be the exercising of more patience and tolerance by all users of our roads.

Living and letting live would do, for a start.
Kegworth, Derbyshire.

W. E. BRYAN.

Ventilation

How to Combine Fresh Air with Comfort?

[65842.]—I note with interest R. T. J.'s letter [65772] about windows in modern saloon cars.

As a passenger in modern motoring, I have come to the conclusion that the modern car is thoroughly uncomfortable, and R. T. J. is right when he indicates that you cannot open a window without being subject to the most appalling discomfort. It really does not matter whether the car costs £200 or £5,000; it is the same in both cases, and I have experience of both.

The ordinary car today has been developed to suit the driver. A step should now be taken to suit the passengers because, as a rule, there are three passengers to one driver. Personally, if I am not driving, I prefer to sit in the rear seat. I like fresh air and I like comfort. Can something be done about it?

Whilst on this question of comfort, the modern car permits of no head rests for the passengers. Perhaps the driver should not have one, but the passengers, at least, might have the opportunity of relaxing completely without being frightened out of their wits by modern traffic.

G. M. HOPPS.

Solihull, Warwickshire.

Handy

An Original Route Card

[65843.]—In connection with The Scribe's comment (July 23) on the difficulties of solo navigation on a long run, the system I have adopted (from pilots of single-seater aircraft during the war) is to print the main place names of a route across the back of the left hand in fountain pen ink. It is amazing how much information one can carry this way, though in an open sports car in wet weather one's route card can get a little blurred.

However, it has the advantage that personal tattooing by the motor racing fraternity is one of the few things which break no law or by-law yet evolved.

L. M. B.

To Travel Hopefully

Wrong Time for Hooting

[65844.]—Many thanks for the excellent article on intelligent driving by Peter Garnier in *The Autocar* of July 23. We could do with many more on the same subject.

What a pity he got his times wrong for the prohibition of horns at night—or perhaps it was a printer's error.

It should have been 11.30 p.m. to 7.0 a.m.—not 7.30 a.m., as stated.

F. GORDON DOBBS.

The Value of Incentive

[65845.]—I read with interest Peter Garnier's article "To Travel Hopefully . . ." in your issue of July 23 on the improvement of driving standards. It is my view that even the most experienced driver is none the worse for an occasional reminder of his obligations.

It was this that prompted me to introduce within my own company a road safety club for the 200 sales representatives who drive hundreds of thousands of miles each year. To

encourage safe driving there will be progressive cash awards, and two trophies have been presented for competition, one for cars and one for commercial vehicles. These will be competed for by the sales divisions, head office and factories and agricultural force.

I believe that commercial companies ought to take a greater active interest in road safety, as nearly 70 per cent of vehicles produced last year were purchased by industrial organizations. As the owners of these cars, we should encourage the drivers to make good records even better.

M. W. BATCHELOR,
Batchelor Peas, Ltd.

Ichabod

The Price of Integrity?

[65846.]—I am sure that other readers of *The Autocar* besides myself were stunned by the news released recently by the managing director of Jowett Cars.

Although we had been prepared for such an announcement, none of us, I am sure, thought that it could happen. So the Javelin and others before it, who have blazed the trail with unorthodox but brilliantly successful cars, will gradually fade from view as each year takes its toll, for cars, like human beings, cannot go on for ever in spite of a plentiful supply of spare parts!

Unfortunately, the Jowett story is typical of the age we live in; any manufacturer who flies in the face of quantity production, and for whom the word craftsmanship still means what it says, is out; the country is the worse because of it.

One wonders who the next victim may be? I prophesy that within the next ten to fifteen years car manufacturing in this country will be in the hands of about five combines—I only hope I am wrong.

H. A. MALING.

Nottingham.

Anchorages

Halting Places for Caravans Needed

[65847.]—I am writing as a motorist and caravanner of some thirty years' experience; during this time I have used a caravan for mobile holiday and recreational use. Whilst I have rarely had difficulty in finding somewhere to park for the night when on tour, many newcomers are worried at the finding of somewhere suitable for a night's halt.

In a recent tour, I noticed that many country garages have available space which could easily be used for this purpose, though at present it is cluttered up with the junk which garages seem to accumulate. The preparation of such space need not be costly; all that is needed is a suitable area of hard standing and access to toilets and a water tap. If country garages were encouraged to cater for this demand, and displayed a suitable sign reading "caravan night halt," I feel sure they would benefit both themselves and mobile caravanners, all of whom need the supplies and services which the garage has to offer.

London, S.W.18.

J. E. WILLIAMS.

Dual Purpose

The Delivery Van at Weekends

[65848.]—As the thoughtless parker has recently been soundly castigated by no less a person than H.R.H. the Duke of Edinburgh, whose speech at the A.A. luncheon should be read and acted upon by all interested in motoring, there seems no further need to labour this point, but I would draw attention to another motoring menace. I refer to the small 7 h.p. delivery van which, crammed full with heavy people, is now becoming a common sight on our weekend roads.

Neither I nor my car have any objection to this vehicle when it is engaged upon its normal week-day activities and we do not attempt to compete with it by delivering buns or television sets, but we both think we are entitled to a hoot of annoyance when we come across this vehicle at weekends, attempting to compete with the legitimate car by carrying passengers; this is particularly so when we remember that this vehicle has paid considerably less purchase tax than we have.

That is not all. This vehicle has a high and rearward centre of gravity when carrying passengers and this compels its driver to cling precariously to the more level middle of the road. It also has the disadvantage to the following motorist of being far less transparent than a car and of having a safe top speed of around 35 m.p.h.

Purley, Surrey.

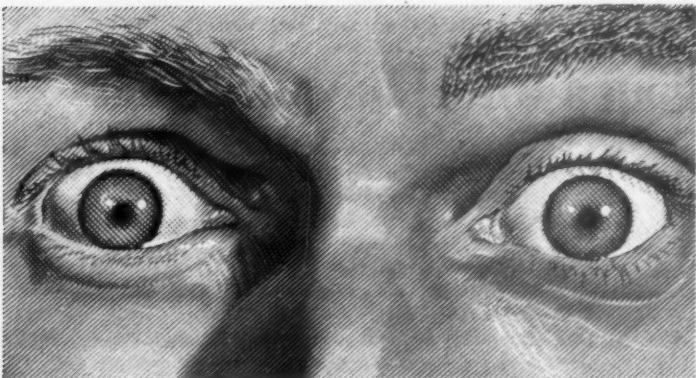
D. G. LINDSAY.

Is YOUR car fitted with FERODO ANTI-FADE BRAKE LININGS



It's sometimes very hot work being a brake drum—300° centigrade or thereabouts! Which makes life very difficult for a brake lining which must be pressed against such destructive heat. That is why some linings will 'fade' or lose their grip, and in an emergency brake fade can be pretty dangerous.

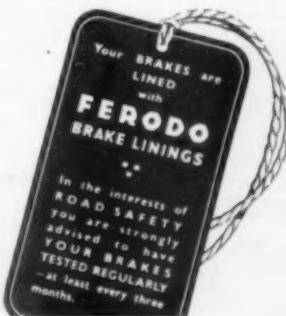
or are you taking chances?



Ferodo Limited, the organisation which always puts research and testing first, make Anti-Fade Brake Linings that will give you safer, smoother, more reliable braking no matter how tough the conditions. Don't take chances any longer, especially in today's traffic; be sure to ask for Ferodo—the Anti-Fade Brake Linings.

THE PROOF...

that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings, is this orange and black label. It is only issued with Ferodo Linings, and should be tied to the steering wheel of your car; if it's not, please ask your garage why.





Reproduced by kind permission of the Ford Motor Company, Dagenham

You have more than a wheel in your hands

Sometimes a man at the wheel forgets. His hands grip the circle of plastic ; but his mind is miles away. Then — a boy tries to beat the first bell, and doesn't remember how he was taught to cross the street. A little girl pushes her way out of the bus and races towards her afternoon milk and cookies. A gang of happy small fry let off steam on the way home ; only a motorist with his mind on the job can save them.

Why do design engineers strive endlessly to build more safety into cars? Why must "Safety First" mean more than a slogan? Why does any driver have more than a wheel in his hands? Look at children for a moment, and you know why.

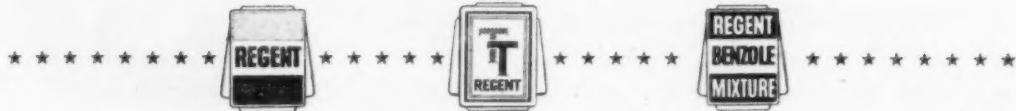
A cherished ball will roll onto the street, closely pursued by its pint sized owner. Some of the most exciting races in history are run on the way to and from school, often past the safety of the pavement. And hop-scotch boxes are nearly always drawn but a laugh away from a stream of traffic.

When children are on the streets, a driver must go slowly, extra slowly.

The roads are your roads. Every highway, every byway, every main thoroughfare and every back street. And all the children on it are your children. The fate of so many is in your hands — when your hands are on the wheel of a car.

REGENT

OIL COMPANY LIMITED



CRAIGANTLET

Wharton's 2-litre E.R.A.
Sets Up New Record

WITH hill climb championship honours at stake, both Michael Christie and Ken Wharton made the journey to Ireland to compete in the Ulster A.C. Craigantlet hill climb last Saturday. Christie led with 27 points from three events to Wharton's 20 from two. His chances had a setback during the previous evening's practising when his blown 1,100 c.c. Cooper suffered engine damage that could not be repaired in time, and his efforts had to be confined to the 1,107 Cooper.

Wharton had the blown 996 c.c. Cooper, with which he had made a record of 70.6s last year, and the ex-Mays 2-litre E.R.A. On his practice runs he made a quiet climb in the E.R.A., but, in the Cooper, was within one-fifth of a second of the record. His victory at Craigantlet means that Christie cannot beat him, although he will still have a chance of dead-heating.

Standard Success

The meeting proper started with production saloons in three classes and the 1,000 c.c. class was unexpectedly won by one of the new Standard Tens, very well driven by E. T. McMillen, in 109.6s, which broke the near-monopoly of A. Hutchinson (918 Wolseley), whose better run of the two allowed was 110.9s. Ford Anglias dominated the 1,600 c.c. class, fastest being W. T. Todd's in 99.58s. Only two big saloons ran, and R. E. Dornford's 3-litre Delahaye beat a Ford Zephyr in 98.57s.

Rather surprisingly, only one M.G. was entered for the 1,300 c.c. production open car class, and this was beaten by S. Moore's Dellow (93.04s).

The over-1,300 c.c. class was well contested, with Triumph TR2s and Austin-Healeys battling it out; all were beaten by Stanley Porter's veteran 4½-litre Invicta which, capably handled, was .56s faster than B. McCaldin's Triumph. The 1,300 c.c. non-racing car class was even more keenly contested and finally resulted in a win by a second for Todd, who brought C. W. E. Maunsell's 1,100 c.c. H.R.G. up in 86.02s, with S. Pentland (Buckler-M.G.) and J. L. Meikle (497 c.c. Cooper-J.A.P.) almost level.

The over-1,300 c.c. non-racing class looked a good thing for W. Leeper's 1,470 M.G., but he had damaged the cylinder head during practising and ran with a borrowed head. On his first run a plug lead came off and, on his second, an over-fast approach to the sharp first corner nearly had him in trouble, but he emerged safely and won the class in 84.34s.

Then came what everyone was waiting for, the big stuff. First to beat Leeper's time was S. Durbidge in the 4CLT Maserati-engined Griffin, who was cautious on the corners but very fast on the straights and climbed in 82.15s, reducing this time to 81.79s on his second run. R. G. Lovell-Butt (blown K3 M.G.) was faster still in 81.77s. Then came Christie (1,107 c.c. Cooper), who came near to the record with a dashing 72.03s.



Breaking his last year's record by 0.5s, Ken Wharton takes the supercharged 2-litre E.R.A. up the hill in 1m 10.11s.

Wharton's first run was in the 2-litre E.R.A. He took it off the line impeccably and rounded the first corner very fast. A nasty slide began to develop at the exit, but Wharton, with a powerful heave, held the big black car and brought it into the second corner and away round the succeeding three corners in fine style and dashed along the finishing straight to the line in a stirring climb. Then, after a few seconds' pause, came the announcement over the loudspeakers "No. 54's time was 70.11 seconds." A new record for the hill.

Christie was slightly slower on his second run and then came Wharton's climb in the blown Cooper. With nothing at stake and a 'plane to catch back to England he took no chances, but a

slower climb than his record in the same car last year was sufficient to give him second fastest climb of the day: 71.19s.

PROVISIONAL RESULTS

Closed Cars: **Under 1,000 c.c.:** 1. Standard 94s (E. T. McMillen); 109.6s; 2. Wolseley 918 (A. Hutchinson); 3. Austin 803 (W. M. D. Montgomery). **Under 1,600 c.c.:** 1. Ford 1.172 (W. T. Todd); 98.58s; 2. Ford 1.172 (C. E. Robb); 3. Ford 1.172 (D. G. McNally). **Over 1,600 c.c.:** 1. Delahaye 2.557 (R. E. Dornford); 98.57s.

Open Cars: **Under 1,300 c.c.:** 1. Dellow 1.172 (S. Moore); 95.04s. **Over 1,300 c.c.:** 1. Invicta 4.467 (C. S. Porter); 86.76s; 2. Triumph 1.991 (B. McCaldin); 5. Triumph 1.991 (I. H. Titterton). **Unlimited c.c.:** 1. E.R.A. 1.990 s (K. Wharton); 1m 10.11s; 2. Cooper 1.107 (M. Christie).

Non-racing Cars: **Under 1,300 c.c.:** 1. H.R.G. 1.087 (W. T. Todd); 86.02s; 2. Buckler-M.G. 1.250 (S. Pentland); 3. Cooper-J.A.P. 497 (J. L. M. Meikle). **Over 1,300 c.c.:** 1. M.G. 1.470 (W. Leeper); 84.34s; 2. Lotus 1.499 (I. H. Titterton). **Open Handicap:** 1. Ford 1.172, 98.58s (W. T. Todd); 64.58s; 2. H.R.G. 1.097, 21s (W. T. Todd); 5. H.R.G. 1.495, 21s (R. M. Kennedy).

British Wins at Zandvoort

IN place of the Dutch Grand Prix, which was cancelled earlier this year owing to Mercedes-Benz not being ready to take part, the Royal Dutch Automobile Club ran a sports car race meeting on the Zandvoort circuit last Sunday.

There were four separate scratch races for the four different classes (under 1,500 c.c., 1,500-2,000 c.c., 2,000-3,000 c.c., and over 3,000 c.c., lettered A to D), and in the two heats and two finals the first two and last two classes ran simultaneously, at minute intervals in the heats, and together, with a Le Mans type start, in the finals. All the races were over 25 laps, and to qualify for the final each car had to cover 20 laps.

The British entry was quite considerable, including, as it did, two *Ecurie Ecosse* XK120C Jaguars driven by Ninian Sanderson and Sir James Scott Douglas, the similar cars of the Dutchman Hans Davids, R. Carnegie and Duncan Hamilton, and two Jaguar-engined H.W.M.s driven by George Abecassis and Tony Gaze. D. B. Beauman had Sir Jeremy Boles' Aston Martin DB3, Alan Brown and A. P. O. Rogers their Cooper-Bristols, while L. Leonard, D. Blakely and D. Margulies brought two Leonard-M.G.'s and a Lotus-M.G. respectively. With R. K. N. Clarkson (Morgan special coupé) and J. Deeley (Austin-Healey), these for a British victory were great.

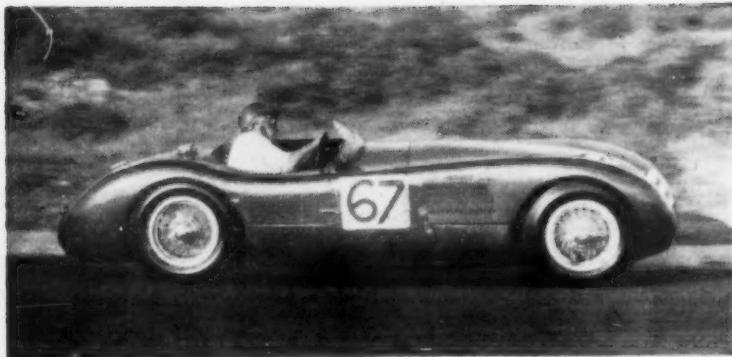
Alan Brown had made the best practice time of the whole entry, so it was not

surprising that he should go into the lead of his heat on the first lap and stay there until the chequered flag fell, which is precisely what he did in reality.

In the heat for classes C and D, the lead in the latter class was snatched from Sanderson by R. Laurent (Jaguar XK120C) halfway through the race. Duncan Hamilton went out early on with a run bearing, Abecassis' H.W.M. stopped when its drive-shaft sheared 100 yards from the start, and Carnegie had a lucky escape when his Jaguar ran off the road and hit some trees in the closing laps. The final order for the heat was Laurent, followed by Sanderson, with P. Levegh (Talbot) third.

In class C, meanwhile, the Dutch girl driver Joke Maasland (Ferrari 250 Monza), successfully staved off the ever-present threat of Beauman's DB3, close behind, until she spun on the bend at the end of the straight, letting Beauman into a lead which she could not regain.

The final of classes A and B was uneventful, and Alan Brown repeated his heat victory by taking an unassailable lead on the first lap and continuing to build it up, as the race went on, over his nearest opponent, B. Musy (Maserati) who finished more than a minute behind the Guildford driver, despite his efforts, these two lapping the rest of their class in the process. The British entrants in Class A, Leonard, Blakely and Margulies, had all retired with various engine



Sir James Scott-Douglas takes his *Ecurie Ecosse* Jaguar XK120C round the bend behind the starting line at Zandvoort.

ZANDVOORT . . continued

ailments during their heat, leaving the class victory in both races to go to the Oscas of W. Seidel and M. Collange.

From the fall of the flag in the large car final, it was evident that Sanderson was not going to let Laurent take the lead again, as the Scots driver pushed out in front, and by the twelfth lap the Belgian had also been passed by Sir John Scott-Douglas. For the rest of the race Sanderson led easily, but although Laurent tried time and time again to re-pass Douglas, and was never more than a matter of yards behind, Sir James drove one of his best races to finish no more than 0.2s in front of his rival, and 29 secs behind Sanderson.

The result of the class C final had been more or less decided during the first lap, when Levegh's Talbot, catching fire, had caused Joke Maasland to brake severely. Her Ferrari left the road, mounted a bank



The American driver Bob Said (Ferrari Mondial) passes the abandoned Leonard-M.G.s of L. Leonard and D. Blakeley on the Hunze Rug.

MIXED CLASSES PROVIDE FUN

AT the better club circuit meetings, a notable feature is always the appearance of the keener enthusiast in several different races, against diverse competition. The Nottingham S.C.C. Silverstone meeting on August 14 found J. H. Walton in this mood, with a beautifully prepared Cooper-Bristol.

First appearance was in a *formule libre* 10-lap event. It was a scratch race, but had a remarkable diversity of entry, ranging upwards from 500s, via the 2-litres to Jaguar-engined cars, and including the old blown 1½-litre E.R.A. of K. Flint. The last-named was extremely fast, and, snaking under power, kept up a strong challenge to the winner. Walton drove steadily, his fast cornering on the overrun at Woodcote being quiet and stylish. His second victory was an easy one, in the 1,150-2,700 c.c. sports class, where he was among the Healeys, Triumphs, some 1½-litre five-hundreds, the Tojeiro and another Cooper-Bristol, A. McMillan's, which finished some 17 seconds behind. His long lead was never really challenged. Moving up a class, Walton then brought off a third victory in the over 2,700 c.c. sports class, with a commanding lead.

There was a good turnout for the 750 formula scrap, and though most of the pack of little cars looked like trials specials, they were very fast. J. W. Whitehouse had to pull out an average of 59.40 m.p.h. on the winding club circuit to win—more

than Herbert Austin originally conceived! The 1,172 formula race, the Lotus v. Buckler dispute, was another lively and well-disputed event.

The smaller saloon class actually booted down to three Porsches, challenged by two Jowett Javelins and an M.G. Magnette, with the rapid little Morris Minor of L. M. D. Janke rather out-gunned. The Javelins were surprisingly quick and hard on the winning Porsche, A. Wake finishing but 4½ seconds behind, beating another Porsche.

The Javelins looked well suited to the sprint, brake and swerve routine. The Jaguars dominated a small class for the larger saloons.

The best sports event was the "up to 1,200 c.c." which was so well supported as to need splitting into two. The division was, broadly, into the 750s and the 1100s, with A. Nurse's very fast blown 750 c.c. Lotus-M.G. J4 among the latter. He had a great duel with W. A. Liddell's Buckler-Ford and D. H. Small's D.H.S. The leaders passed and repassed, and finally, in a thrilling finish, Nurse and Small came round Woodcote abreast: they were still all but abreast for second place at the finish. A Kieft 1,100 might have been formidable in this event, but it spun off early on at Copse corner.

The 750 half of this event was fun, with bunching almost reminiscent of the 500 people, and the outside man having to use the grass. M. J. Harris and S.

and turned over, throwing her out and breaking her collar-bone, although Levegh was able to stop his car and get out uninjured. This let Beauman into an unassailable lead, and when W. Dua's Veritas demolished a flag marshal's strawbale barricade, he and Deely were the only two to finish, a lap separating them.

AGGREGATE RESULTS (race distances 130.2 miles, two 25-lap heats of 2.605-mile circuit)

Up to 1,500 c.c.: 1. Osca (W. Seidel), 1m 43m 16.5s, 75.68 m.p.h.; 2. Osca (M. Collange), 1m 46m 51.6s; 3. M.G. Spl. (D. Gaat), 48 laps covered. **Fastest lap:** Porsche (von Frankenberg), 1m 57.9s, 73.8 m.p.h.

1,501 to 2,000 c.c.: 1. Cooper-Bristol (A. E. Brown), 1h 57m 32.2s, 90.15 m.p.h.; 2. Maserati (B. Musy), 1h 40m 6.2s; 3. Cooper-Bristol (A. P. O. Rogers), 48 laps covered. **Fastest lap:** Brown, 1m 53.5s, 82.95 m.p.h.

2,001 to 2,700 c.c.: 1. Aston Martin (D. Beauman), 1h 40m 46.6s, 77.55 m.p.h.; 2. Austin-Healey (J. Deely), 47 laps covered. **Fastest lap:** Beauman, 1m 58s, 79.5 m.p.h.

Over 3,000 c.c.: 1. Jaguar (N. Sanderson), 1h 56m 41.3s, 79.19 m.p.h.; 2. Jaguar (R. Laurent), 1h 57m 58.3s; 3. Jaguar (Sir J. Scott-Douglas), 1h 58m 51.6s. **Fastest lap:** Sanderson, 1m 55s, 82.96 m.p.h.

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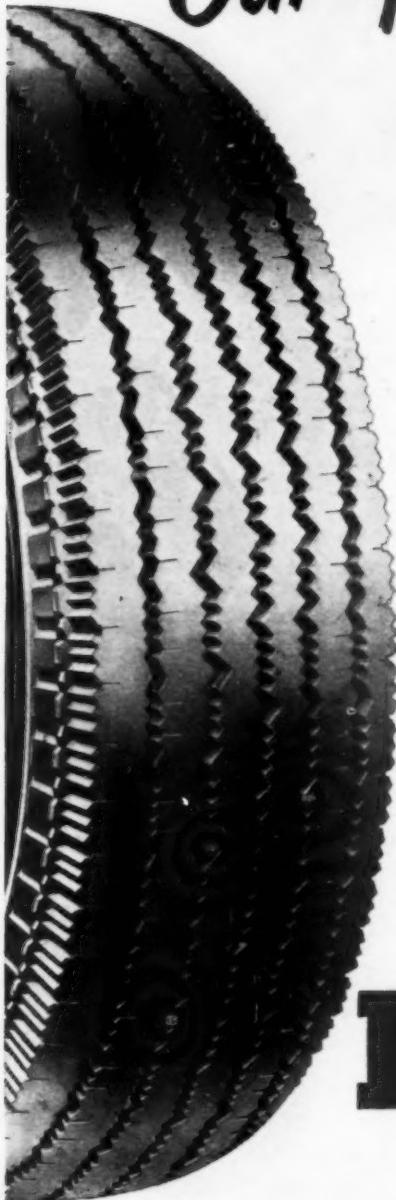
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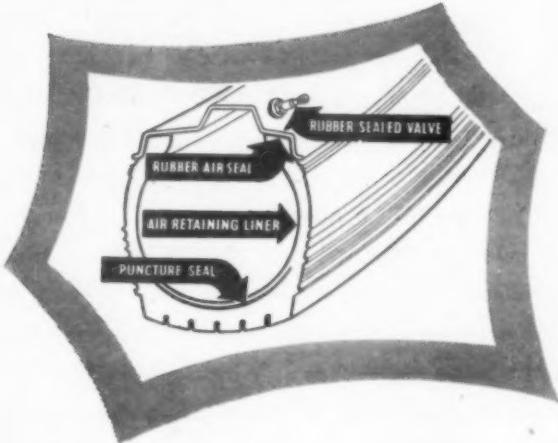
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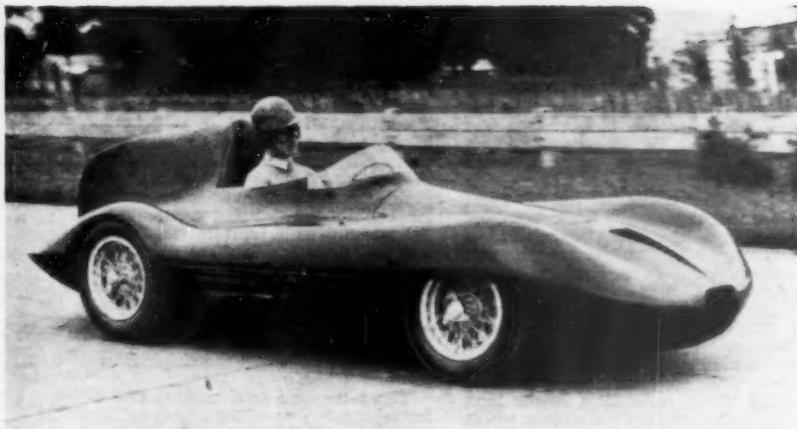
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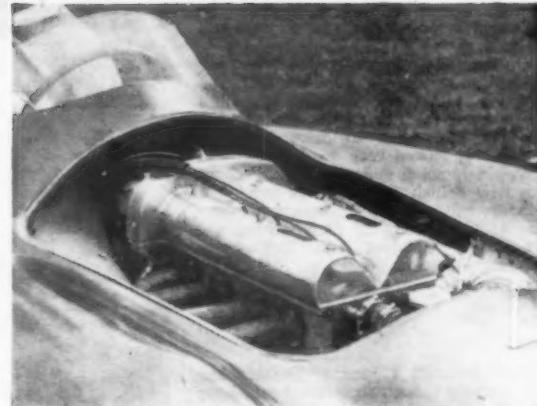
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**THE
S P O R T**
by
J. A. Cooper

THE decision of the organizers to cancel the 1,000-kilometre race for sports cars at the Nürburgring in Germany on August 29 has thrown extra emphasis on to the R.A.C. Tourist Trophy race on September 11, which will therefore be the next event in the series counting towards the 1954 world championship for sports cars. It is as yet uncertain as to how many extra entries from the big Continental teams may be received for the T.T. before the closing date at noon tomorrow; some of these teams had undoubtedly refrained from entering previously because of the short interval between the two events.



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Certainly, this state of affairs can only benefit the British event, and from that point of view we can welcome it. But this business of cancelling a big race such as that at the Nürburgring simply and solely because the principal German team—that of Mercedes-Benz—had, after all, withdrawn its entry is strongly to be deprecated, and is indicative of the rather strange financial structure of the sport at present. The organizers considered that without the Mercedes entry the race would not attract sufficient spectators to pay its way; Mercedes withdrew because they had not sufficient time to prepare their cars for the event and at the same time concentrate on their G.P. programme. It is, moreover, interestingly coincidental that the withdrawal was announced just after the German G.P., in practice for which the Ferrari team had used a 3-litre sports car as a spare. This sports car had put up a remarkably fast lap time, a fact which no doubt did not escape the notice of the rival team chiefs.



PREPARATIONS for the Tourist Trophy are naturally now in full swing; it will be run, of course, over the

Dundrod circuit, which measures 7.416 miles to the lap, and the total length of the race will be 94 laps, or 697.1 miles. It is organized by the Ulster A.C., under powers delegated to it by the R.A.C. Handicapping is done on a system of credit laps for each class; these are very narrowly subdivided, into a total of 28 divisions. Supercharged cars are assumed for handicapping purposes to have a cubic capacity 25 per cent greater than their actual swept volume. All sports cars, including prototypes, are eligible within the usual international regulations. There will be a separate award for the first series production sports car (on handicap), while the classification for the purposes of the world sports car championship will take no account of the handicap, under the regulations for that particular event. Incidentally, the present placings in the championship are: 1, Ferrari (22 points); 2, Lancia (14); 3, Jaguar (9); 4, OSCA (8); 5, Maserati (5); 6, Aston Martin and Cunningham (4).



THE Swiss G.P., next in the series of world championship events, takes place on Sunday on the Bremgarten circuit at Berne; this circuit is well known as one of the most exacting in Europe as far as a test of driving ability is concerned. There is very little straight, but a long succession of very fast curves

necessitates great accuracy and concentration when taken at anything approaching maximum possible speeds.

Once more the Ferrari—Maserati-Mercedes-Benz struggle will be renewed; the first-named concern is reputed to be fielding some new cars, the prototype of which was seen (as related elsewhere) in the race at Pescara last weekend. The Gordini team will also be present, but the major struggle is certain to lie between the two Italian and one German marque. The drivers for the four works-entered teams are: Ferrari: Gonzalez, Hawthorn and Trintignant; Gordini: Behra, Bucci and Fred Wacker Jnr.; Maserati: Moss, Mantovani, Mieres and de Graffenreid; Mercedes-Benz: Fangio, Kling and Hermann. In addition, there are private entries of Maseratis by Wharton, Salvadori and Schell, and of Ferraris by Manzon and Swaters—a total of eighteen cars.



ON Wednesday, August 12—almost exactly five years to the day after the first appearance of the marque at Goodwood in the hands of Rodney Clarke and Ken McAlpine—the new formula 1 Connaught (described in *The Autocar* last week) made its first public appearance, again at Goodwood. The car was driven by Rodney Clarke a few times round the circuit. This car is to remain in the

THE SPORT

hands of its creators. Extensive tests will be carried out both in this country and, it is hoped, at Monza, before it is entered in any races. The high-speed testing will be carried out by Tony Rolt. Two further cars are in the hands of the coachbuilder; one, for McAlpine, will have similar all-enveloping coachwork and the third car (ordered by Rob Walker for Tony Rolt) will have the normal type of body. The remaining four chassis are in various stages of completion. Wisely perhaps, no extravagant claims are made. The cost, so far, is in the region of £15,000; the cost of running a team would be about £50,000 a year and unless a kindly and enthusiastic soul is prepared to put up the money, there will be no official Connaught team. The limited production will, therefore, be sold to private owners. There is no truth whatever in the rumour that the firm is short of cash. It is, in fact, possible that a second batch of six cars will be built.

During the demonstration the car reached no startling speeds—the S.U. fuel injection system was providing too rich a mixture and Rodney Clarke, in any case, was not attempting to drive at racing speeds. It looked very good indeed and surprisingly small and compact. Perhaps this new British contender for formula 1 honours will enjoy the success that everyone wishes it; certainly its launching was becomingly diffident and lacking in extravagant claims.

THE formula 1 race at Pescara last Sunday (which replaced the 12-hour sports car race originally scheduled for last weekend on the same circuit) did not attract a very large field; in fact, there were only twelve starters. These included the works-entered Maseratis of Moss and Musso, and a new-type Ferrari in the hands of Maglioli, while the works Gordinis were handled by Behra, Bucci and Guelfi. Unfortunately, the new Ferrari (which had been worked on all night to get it ready, after many practice troubles) was a virtual non-starter, for Maglioli was stopped and called to the bedside of his dying mother after completing only one lap. Meanwhile Moss (who had put up fastest practice lap, unofficially breaking the circuit record), led from Manzon (Ferrari), Bira (Maserati), Bucci (Gordini), Musso (Maserati) and Schell (Maserati). Manzon went out with engine trouble

on the second lap, and Guelfi's Gordini caught fire. By four laps Moss was half a minute ahead of Bira—but then his engine went back on him, and he was out once again. The Ferraris of Swaters and Taraschi also went out early, as did that of Rosier, the suspension having broken. The regulations for the event allowed that anyone who had covered ten of the sixteen laps would be classified as a finisher, whether still running or not; therefore Bucci (who crashed on the eleventh lap), Behra (whose Gordini's clutch gave up on the fourteenth lap) and Daponte (Maserati), who stopped before the winner crossed the line and could not restart, were all counted in; in fact, there were only three cars still running at the end. Bira, in the lead, had to stop for brake adjustment before commencing his last lap, and Musso passed him to win without difficulty.

RESULT (race distance 254.1 miles. 16 laps of 15.3-mile circuit)

1. Maserati 2,493 (Musso), 2h 55m 54.5s. 86.7 m.p.h.; 2. Maserati 2,493 (Bira), 2h 58m 51.5s; 3. Maserati 2,493 (Schell), 3h 2m 42.8s; 4. Maserati (Daponte), 15 laps covered; 5. Gordini (Behra); 14. 6. Gordini (Bucci); 10. **Fastest lap:** Bira, 10m 46.4s. 88.5 m.p.h.



Here is Alan Brown, suitably garlanded, after his 2-litre class victory in the Zandvoort sports car race last Sunday (see page 271). His average speed for the combined races was higher than that of any other class winner.

COMING SHORTLY

- AUGUST 18-23.—Liège-Rome-Liège Rally, Belgium.
- 21.—Half-Litre C.C. Race meeting, Silverstone, Northamptonshire, 2 p.m.
- 21.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
- 21.—V.S.C.C. Edwardian and light car rally and regularity tests.
- 21.—Rhyl and District M.C. Driving tests, main parade ground, Kinmel Park Camp, near Rhyl, Flintshire, 6.30 p.m.
- 22.—Swiss G.P., Berne.
- 22.—La Baule race meeting, France.
- 22.—V.S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12.45 p.m.
- 22.—Shepton Mallet and District M.C. and L.C.C. Hill-climb, Hay Hill, Wells, Somerset, 2.30 p.m.
- 22.—Harrow C.C. Driving championship, Panshanger aerodrome, near Hertford, 2 p.m.

- 22.—A.C. Owners' Club. Point-to-point, The Peacock, Lane End, near Marlow, Buckinghamshire, 10 a.m.
- 22.—Fiat 500 Club, Concours d'élegance, Kensington Gardens, London, S.W.7, 2.30 p.m.
- 28.—Irish M.R.C. Wakefield Trophy race, Curragh, Co. Kildare, Eire, 3.45 p.m.
- 28.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, near Chippenham, Wiltshire, 1.30 p.m.
- 28.—Seven-Fifty M.C. Six-hour relay race, Silverstone, Northamptonshire, 1 p.m.
- 28.—R.S.A.C. Edinburgh Festival Veteran Car Rally, starting from Blythswood Square, Glasgow.
- 28-29.—Sheffield and Hallamshire M.C. Rally of the Dams, starting from Manchester, Leicester and Sheffield, 5 p.m.
- 29.—Midland A.C. Hill-climb, Shelsley Walsh, near Worcester, 1.30 p.m.
- 29.—Thames Estuary A.C. Concours d'élegance, Priory Park, Southend-on-Sea, Essex, 2.30 p.m.

continued

TOMORROW sees the Half-Litre C.C. annual 100-mile race for 500 c.c. cars, to be run over the club circuit at Silverstone. This may, in fact, be run in two separate halves if the number of starters necessitates such a procedure; in addition, there will be for the first time in this meeting a 100-mile sports car race for 1½-litre and 2-litre cars, to be run concurrently with separate class prizes, and two more 500 c.c. car races (each 10 laps or 16 miles long) for J.A.P.-engined cars and amateur-built cars respectively. The public are not generally admitted, but members and friends of the club are welcomed, free admission tickets having been issued by the club. Racing starts at 2 p.m.

This is always a good meeting, and the inclusion this year of the sports car race will add to the interest. A very good entry has been received, there being in all some 72 500 c.c. cars and 20 sports cars engaged, with many well-known drivers in both fields.

Also tomorrow, the B.A.R.C. is holding one of its ever-popular members-only sports car meetings at Goodwood, with handicap and scratch events; these meetings form both an excellent training ground for new drivers and an opportunity for the club member to have a go and to see just what it feels like to race round Goodwood. First race is scheduled for 2 p.m.

"If you have nothing to say, don't say it" is a maxim that might well be borne in mind by commentators at sporting events. At many of the smaller meetings—and some of the larger ones, for that matter—inexperienced commentators seem to feel that it is necessary to keep talking at all costs. The resultant excited voice which announces "There are two cars coming down the straight; they're coming towards me; one's behind the other . . ." and so on does nothing to help spectators. Unless there is something definite to announce it is far better to say nothing.

The job of the lap scorers in the commentators' box is just as important. Even in the shorter races the great majority of people (unless they are keeping their own lap charts) have only the vaguest idea of what is happening behind the leaders. In a long race they probably know only the first two cars; the number of laps' lead of one car over another is of interest and should be announced. Laps lost during pit stops, too, should be made clear. It is not uncommon for a car to retire and, many laps later, for one commentator to remark to the other, "I haven't seen old so-and-so lately; any news of him?" Whereupon the lap scorer says, vaguely, "No, I don't think I have either; I'll keep a look out for him." It is not an easy job, and the fact that someone is immensely keen does not mean that he is capable of keeping a chart the findings of which may be broadcast to thousands of people.

ENTRIES for the London M.C. Rally, to be held on September 3 and 4, close definitely at midnight tomorrow (Saturday). So far over 270 entries have been received; all enquiries to Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.



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International Trophy Meeting, Snetterton, August 14

- | | |
|------------------------------|---------------------------------------|
| INTERNATIONAL FORMULA 1 RACE | 1st REG PARRELL—Ferrari |
| SPORTS CAR RACE (CLASS A) | 1st KEN McALPINE—Connaught |
| SPORTS CAR RACE (CLASS C) | 2nd JOHN COOMBS—Lotus |
| 500 c.c. RACE | 1st P. A. EVERARD—Aston Martin |
| | 1st JIM RUSSELL—Cooper |

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International Sports Car Race, Zandvoort, Holland, August 15

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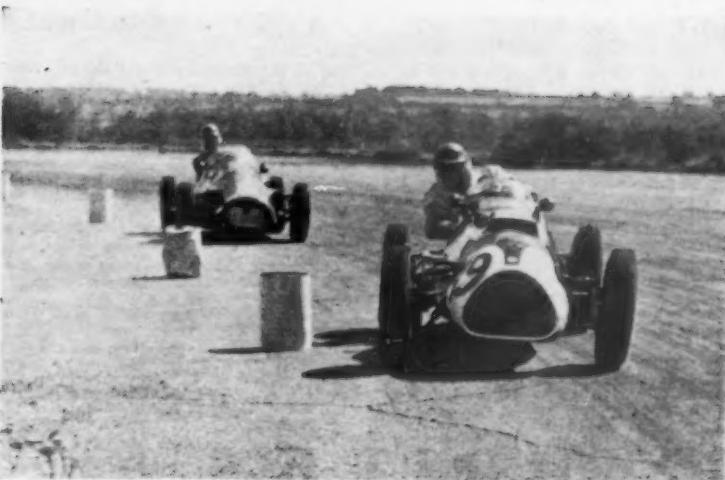
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Horace Gould, forceful as ever, temporarily led W. Whitehouse (Connaught) in his Cooper-Bristol in the formula 1 race at Snetterton last Saturday. These two kept up a spirited duel for fourth place until Whitehouse retired on the twenty-fifth lap.

CLUB NEWS

B.M.W.C.C.—There will be another informal gathering at the Cricketers Hotel, Downside, near Cobham, Surrey, from 7 p.m. onwards on Wednesday, August 25.

Southsea M.C.—The Autosport and Concours d'élegance, held on July 17 and 18, was, unfortunately, marred by bad weather though the mud-spattered competitors in the former enjoyed themselves. Best performance was put up by Desmond Silverthorne's Renault. Because of the weather, the concours was moved from the Castle field to the Connaught drill hall. Judging was carried out by the Lord Mayor and Lady Mayoress of Portsmouth, Councillor and Mrs. G. A. Day, Alderman F. Miles, Michael Trubshaw and other personalities. The grand prix d'honneur was won by Raymond Way's Bentley Continental.

Mid-Surrey A.C.—Regulations are available for the 200 Rally to be held on September 18 and 19. The route will cover approximately 200 miles in Surrey, Sussex and Hampshire. Six special tests will be included in the route and the finish will be at the Madeira Drive, Brighton. Starting points will be at Epsom and Brighton. Invited clubs are: Hants and Berks M.C., Brighton and Hove M.C., M.G. C.C., Vintage S.C.C., Riley M.C., Haslemere M.C. and the B.A.R.C. Entries should reach the secretary of the meeting, O. Richmond, 154, Wickham Avenue, North Cheam, Surrey, not later than Thursday, August 26, accompanied by the entry fee of £1.

Thames Estuary A.C.—In conjunction with the motor traders section of the Chamber of Trade and the carnival committee, the club will hold its third annual concours d'élegance in Priory Park, Southend-on-Sea, on Sunday, August 29; judging will start at 2.30 p.m. Entries, which close first post on Monday, August 23, are at £1 for each car entered. Details may be obtained from S. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex.

Veteran C.C.—Thirty-three cars, belonging to members of the club, have recently returned from a very successful rally to Alkmaar, in Holland, where the party of 75 members and friends was given a riotous welcome on August 5. The 70-mile drive from the Hook was accomplished with ease, thanks to the organization of the Regionale Automobiel sport Club of Alkmaar (R.A.C.-West) who met the party and, in conjunction with the Dutch police, escorted them the whole way. The club put on a gymkhana at Alkmaar. Results are as follows:

Class 1—cars built before 1904: 1. 1904 Darracq (N. V. Rerves); 2. 1902 Panhard-Levassor (R. K. N. Clarkson); 3. 1905 De Dion Bouton (R. North).

Class 2—cars built between 1905 and 1914: 1. 1914 Fiat (J. W. Franklin); 2. 1912 Union (A. E. Stirling); 3. 1912 Sunbeam (C. J. Bendall). **Concours d'élegance:** 1. 1899 Decauville (A. Tyler); 2. 1911 Renault (H. R. Smith); 3. 1902 Wolseley (W. T. Grose).

Sunbac.—Regulations are available for the sixth Silverstone race meeting for sports and formula 3 cars, to be held on Saturday, September 18, starting at noon. Invited clubs are: Half-Litre Club, 750 Club, M.G.C.C., Bugatti O.C., A.M.O.C., Vintage S.C.C. and the M.M.E.C. Entries must be received by J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, not later than 10 a.m. on Saturday, September 4.

Wolverhampton and South Staffordshire C.C.—A gymkhana and concours d'élegance will be held at Wolverhampton Airport on Sunday, August 22, at 2.30 p.m. Cars will be classified as open or closed; drop-head coupés are eligible for either class. The concours is interesting in that marks will not be given only for external appearance but also for inner cleanliness and mechanical maintenance. Entries closed on August 18. Club members and friends will be welcome as spectators; tea will be available.

Herefordshire M.C.—The prevailing wet weather gave way to a fine afternoon on Sunday, August 8, when the club held a series of driving tests and a gymkhana. A good and varied entry of 20 cars turned up—ranging from six M.G.s, a Morgan and a Riley to the more normal type of family saloon. Results are as follows:—

Open Cars: 1. Austin Seven (B. Buchey); 2. Morgan (M. W. Hands); 3. M.G. TD (R. M. E. Mayall). **Closed Cars:** 1. Ford (J. P. Taylor); 2. Fiat (K. G. Pestans); 3. Ford Prefect (T. C. James).

Peterborough M.C.—The Silverstone race meeting will be held on September 11. Invited clubs are: Vintage S.C.C., Maidstone and Mid-Kent M.C., Bentley D.C., Sunbac, 750 Club, Half-Litre Club and the Nottingham S.C.C. Entry forms and regulations are available from P. C. Brand, Woodcroft Lodge, Etton, Glinton, near Peterborough. Closing date for entries is Thursday, August 26.

Forces M.C.—A series of driving tests will be held at Tidworth on October 16, in conjunction with the Per Ardua M.C. A supper and film show will be held at the Tidworth club after the event. Applications for regulations should be made to Major A. G. M. Williams, 15, Lambdown Terrace, Perham Down, Tidworth, Hampshire.



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Cornwall Vintage C.C.—There will be a driving test meeting on Sunday, September 12. The meeting place will be the Victoria filling station, at Roche, at 11 a.m. The route will cover approximately 60 miles, will include two test miles and will finish at St. Eval Aerodrome for the tests. Entry fee is 10s 6d and Ordnance Survey Sheet No. 185 will be required. Invited clubs are: Plymouth M.C., North Cornwall M.C., West Cornwall M.C., Wadebridge and D.M.C., North Devon M.C., Bentley D.C., and the South Western Section of the M.G.C.C.

Leicestershire C.C.—On Sunday, August 22, there will be a "piscatorial peregrination" or angler's outing. The meeting place will be the Lee Street car park, at 2.30 p.m. The fishy nature of the event is increased by the fact that Grid Map No. 122 and a jam jar will be required. A whale of a time is promised. The club has been invited to com-

pete in the Kings Lynn and D.M.C. Hunstanton Rally on Sunday, September 26. The route will cover approximately 150 miles, starting near Peterborough and finishing at Hunstanton. Regulations are available from D. F. Williams, 73, Ashleigh Road, Leicester. Volunteers are invited to man a starting control in Leicester for the Rally of the Dams, on August 28, and to officiate in the M.C.C. National Rally on November 10. Winner of the Alan Glover Trophy for the driving tests on July 18 was K. Root's R.L.C.C.

Chichester M.C.—The results of the driving tests held at Chichester on August 14 are as follows:

Open Cars: Under 1,500 c.c.: 1. M.G. (K. C. Lane); 2. Ford (P. D. Franklin). Over 1,500 c.c.: 1. Triumph TR2 (W. Wadham); 2. Triumph TR2 (W. W. Wadham). **Closed Cars**: Under 1,500 c.c.: 1. Renault (D. Silverthorne); 2. Renault (F. Cruttenden). Over 1,500 c.c.: 1. Sunbeam-Talbot (W. O. Holland); 2. Ford Zephyr (P. G. Rushbridge). **C.M.C.** Challenge Cup: Triumph TR2 (W. Wadham).

IN BRIEF

Mr. F. Mason, M.B.E., D.F.C., and Mr. F. L. Begg have been appointed directors of Mulliners, Ltd., of Birmingham.

Mr. J. A. Fenton has been appointed sales representative for the whole of Scotland by Jenks Brothers, Ltd., Britoil Works, Bushbury, Wolverhampton.

Vauxhall Motors, Ltd. will show a Velox saloon, as well as a range of commercial vehicles, in the British Trade Fair to be held in Baghdad in October.

An interim dividend of seven and a half per cent has been declared on the ordinary stock of Engineering Components, Ltd., in respect of the year ending December 31, 1954.

A Standard and Triumph service week will be held, commencing on November 15, by L. F. Dove, Ltd., 33-37, Russell Road, Wimbledon, London, S.W.19.

Dunlop tyres were used on the winning cars in all the events except that for Edwardian cars at the Daily Telegraph international meeting held at Brands Hatch, Kent, on Monday, August 2.

With regret the death is recorded of Mr. G. Coombs, who represented R. Cadisch and Sons, Red Lion Square, London, W.C.1, for more than 28 years. He was particularly well known in north and north-west London and in parts of Middlesex.

The Sprite range of caravans will be the basis of a display by Alperson Products, Ltd., at the Commercial Motor Show to be held in London from September 24 to October 2. Their display will centre on a Sprite equipped as a mobile office.

Another car regatta and rodeo will be held by the Chaseside Motor Co., Ltd., of Enfield and Hertford, on Saturday, September 11. There will be many competitive events for local motorists. The regatta will start at 3 p.m. and the venue will again be Bay Farm, Ridgeway, Enfield, Middlesex. Entry forms are available from the company at Cambridge Road, Enfield, or Castle Street, Hertford.

Because it has been found that another manufacturer had previously registered a caravan with the name Continental, the Willerby Caravan Co., Ltd. has changed the name of the Willerby Continental to Willerby International.

Nuffield service weeks will be held commencing on the following dates: September 6, W. Watson and Co., Ltd., Birkenhead (Morris and M.G.); September 13, Grosvenor Motor Co., Ltd., Chester (Morris); September 20, Western Motor Co., Bristol (Wolseley); and Forssellius, Ltd., York (Morris and Wolseley); September 27, Wales and Edwards, Ltd., Shrewsbury (Morris and Wolseley); and Paragon Motor Co., Ltd., Hull (Wolseley, Riley and M.G.); October 4, County Garages, Scarborough (Morris and M.G.); and Coventry Motor Mart, Ltd., Coventry (Riley).

Following Mr. W. E. A. Cullum's recent appointment as general sales manager of the British Motor Corporation, the following appointments have been made in the cars branch of Morris Motors, Ltd. Branch manager, production, Mr. R. E. T. Couch; works manager and senior production executive, Mr. E. S. Lord; and production supplies manager with responsibility for co-ordination of buying, supplies, stores and factory planning, Mr. G. D. Smith. Mr. L. W. Hewson remains purchase manager and is chairman of the Nuffield Organization buying panel and joint chairman of the B.M.C. buying panel.

Information Sought

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No. 16960. 1914-20 Britannia
"F.E."—All possible information.

No. 16961. Handbooks Required.

"E.L.T."—1948 1½-litre M.G.
"M.H.I."—1940 Morris Oxford

"W.F.A."—1938 Singer Ten.

"C.C.H."—1936 10 h.p. B.S.A. Scout also workshop manual.

"H.J.G."—1935 20 h.p. S.S.I.

"M.G."—1936 SA-type 2-litre M.G.

"H.W.P."—1935-36 Humber Twelve: also workshop manual.



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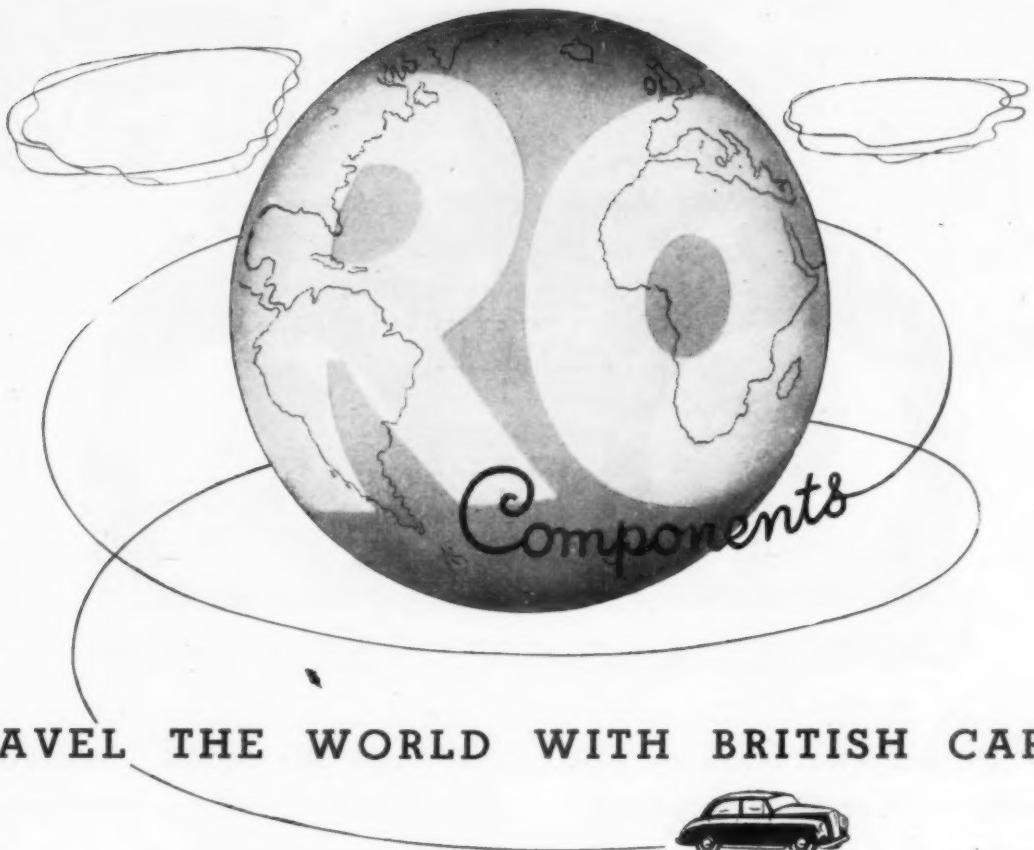
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2nd F. R. Gerard (Cooper-Bristol)

3rd D. Beauman (Connaught)

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International Sports Car Race

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1st Class D. N. Sanderson (Jaguar)

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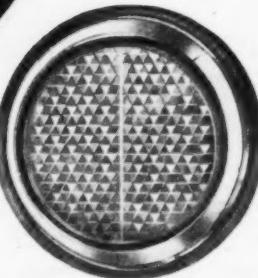
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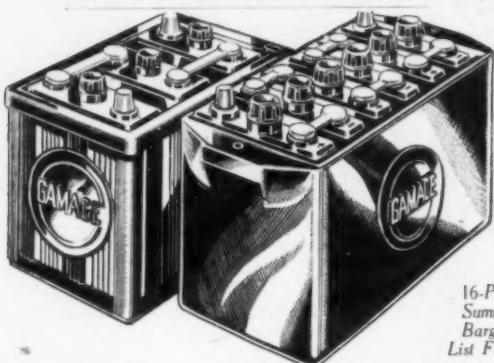
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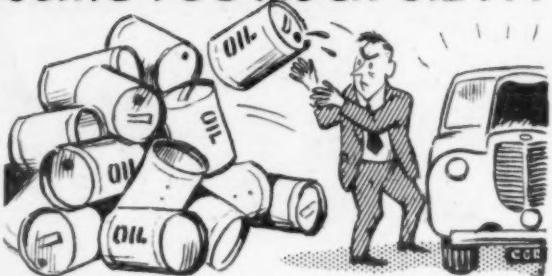
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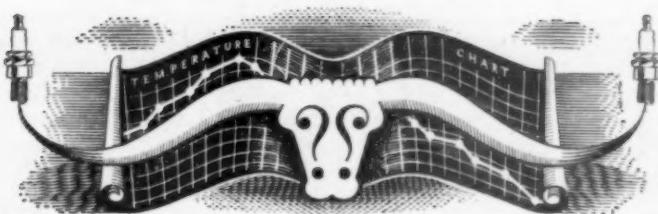
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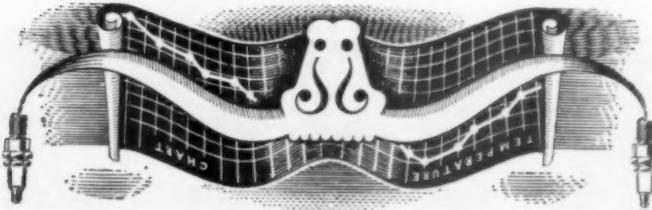
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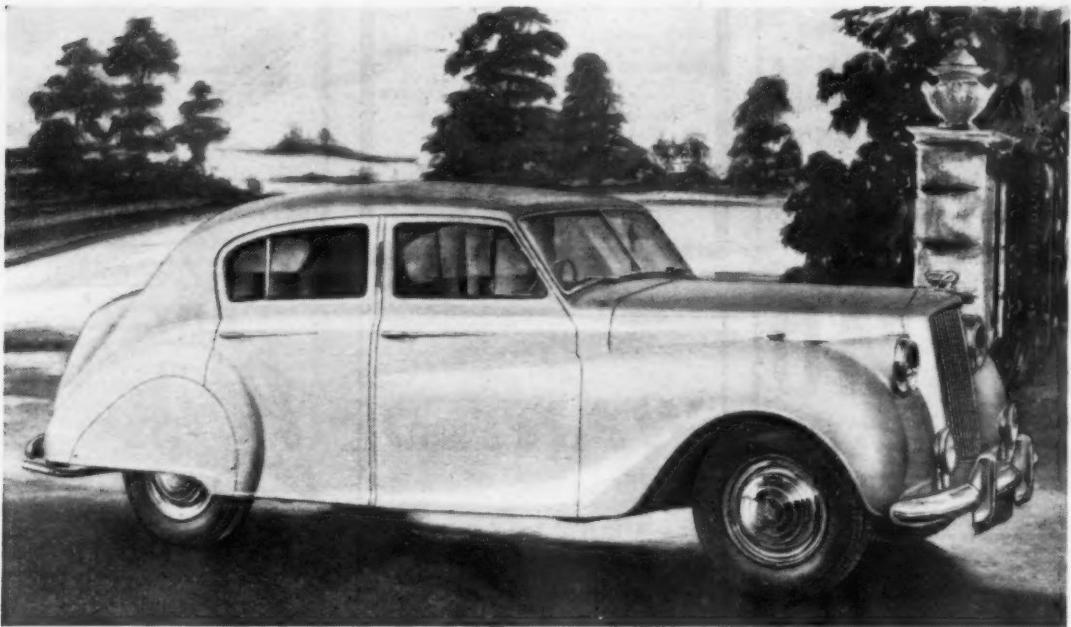
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1948 A.C. 2-litre saloon, bronze: £450.—18, Franchise St, Chesham, Bucks. (7126

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout: £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511.

A.C. Cars Wanted

REQUIRED, really good A.C.—Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. (W2000

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Alfa-Romeo Spares and Services

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35 Kinnerton St., London, S.W.1. Sloane 3224. (C3045

1949 Allard 2-seater, new tyres, new side curtains, green, excellent, throughout: £340.

X.L. SERVICE STATION, Kingston Vale, S.W.15. (C4060

SALES & WANTS

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PERFORMANCE CARS urgently require Allard—Great West Rd., Brentford. Middlesex. (W3041)

ALVIS

GATEHOUSE offer:-

1938 Alvis 12/70 saloon, one owner from new, good condition: £225.—Gatehouse Motors, Ltd., Highbury Village, London, N.6. Tel. Mountview 4444. (C2021

AUTOMOBILIA, Ltd., offer:-

1950 (August) Alvis super sports 2-seater, scarlet, cream leather, radio, excellent condition: £595.—Automobilia, Ltd., Pippin Rock Garage, Dorking 4304. (C1089

CHARLES FOLLETT, Ltd., offer:-

1952 Alvis 3-litre sports tourer, one owner, grey, red leather, 7,000 miles only, fitted high compression head and large SU carburetor, superb order, six months' written guarantee, £1,095 (cost new £1,946).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 2266.

SERVICE WORKS & STORES, Barnsdale Yard, off Ealing Ave., W.9. Cunningham 5936. (C2010

BROOKLANDS: Alvis London Distributors.

1954 Alvis 21/100 coupe, under 1,000 miles.

1953 Alvis 5-litre saloon.

1952 Alvis 5-litre saloon.

1952 Alvis 3-litre drop head 4-seater Tickford coupe.

GUARANTEE: deferred terms.

QUALITY, service, satisfaction: open 9 until 7.

103, New Bond St., London, W.1. Mayfair 2551-6. (C1029

1954 Alvis TC21/100 saloon, black with beige upholstery, as new: £1,645.

1951-2 Alvis 5-litre saloon, black with brown upholstery, small mileage: £325.

1951 Alvis 5-litre saloon, black/brown upholstery: £375.

1951 Alvis 5-litre saloon, black/red upholstery: £375.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874. (C1028

1948 Alvis saloon, 40,000 miles, wireless and heater: £275.—Valentines 4674. (C2011

1948 Alvis 14 d.h. coupe, buy, very good condition, heater, etc.: £716. (C2012

1949 Alvis 12/70 saloon: £325. Autowork Ltd., Southgate St., Winchester. Tel. 3965. (C1016

ALVIS 13/6 17hp saloon, reconditioned, in showroom condition, a real gem: £225 o.n.o. (C1014

Brown's (Alvis Repair Specialist), 13, Lancaster Mews, W.2. Amb. 9660. (C1015

X.L. SERVICE STATION, Kingston Vale, S.W.15. (C1060

MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 81

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

PERFORMANCE CARS. Good selection always available; written guarantee. See under "Sports Cars." [C3041/R]

£125—1938 Alvis 12 Firefly drop head four-seater, very good runner, £65 down.—Brae Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1951 (May) Alvis 5-litre, grey and maroon, brown leather, radio, heater, twin S.U.s, taxed, beautiful order; £850; terms, exchanges.—Ross Motors Ltd., Regent St., Hinckley, Leics. Tel. 558-9. [7004]

£888!!—1951/2 Alvis 3-litre de luxe saloon, nice vehicle, looks and runs like a 5,000-miler, open throughout, 3 months' guarantee, hire purchase, exchanges.—AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 2221 (East Finchley Underground). [C2052]

1949—50 model Alvis 14 sports de luxe saloon, one owner, 35,000 miles, black/brown, heater, etc. as new; £845; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2344. [16866]

1939 Model Alvis 14hp de luxe sports saloon black, green leather, excellent runner, taxed December, a bargain at £245; terms, exchanges.—J. G. Rutter, Eastern Ave., Romford, Tel. Romford 2332 and 2552. [7227]

£895!!—Super Alvis 3-litre sports saloon, 1951, with carb engine, radio and heater built in, this car is positively immaculate in every respect and its performance is quite faultless, recommended to the discerning enthusiast who will have nothing but the very best.—CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1035]

CHILTON CARES offer a 1936 3½-litre Mayfair sports 6-light, immaculate condition; £265; also a 1935 Speed 20 Charlestown sports saloon, £175; 12hp Firefly foursome drop head coupe, £145; 1931 12/50 T3 sports saloon, £105; terms, exchanges—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1043]

Alvis Cars Wanted

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

B. J. HUNTER, Ltd., offer:—FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6203. [W2040]

EQUIRED really good Alvis.—Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. [W2000]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.G. Tel. Mountview 4444. [W2021]

1952-3 Alvis d.h. or saloon, low mileage, wanted.—Ron Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558-9. [7007]

Alvis Spares and Service

SERVICE and spares for Alvis cars.—A LVIS, Ltd., Service Station, 232, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams: Alviscar, Gold, London."

A ND at Alvis, Ltd., Service Station, Holmehead Rd., Coventry. Tel. 5501. "Grams: Alvis, Coventry." [C3091/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C10591/R]

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 224-2. [S4053/R]

MANCHESTER.—Alvis repairers and spares main agents.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2784-5. [T0653/R]

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [T0589/R]

AMERICAN CARS

SIMPSON'S offer:—**RHD** 1952 Chevrolet, black, low mileage, all extra, immaculate.

RHD Lincoln Zephyr Soto Firedome V8, low mileage, fitted many extras.

RHD 1948 Hudson Commodore Six, with overdrive, fitted many other extras.

1953 Chevrolet, immaculate condition throughout, all extras.

1952 Chevrolet, radio, heater, fitted with all extras.

1948 Ford super de luxe sedan.

1950 De Soto Custom, fully equipped, moderate mileage, good condition.

1950 Pontiac shooting brake, whitewall tyres, fitted many extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015]

METCALFE & MUNDY, Ltd.

1950 Buick Super Dynaflow sedan.

1948 Ford super de luxe sedan.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

JO THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—51-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4028]

AMERICAN CARS

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15-14, Upper St., Martin's Lane, London, W.C.2 (Admiral Square Tube Station). Temple Bar 3588.

1953 Chevrolet Bel-Air saloon, 6,000 miles, finished probably the finest looking car in the country, all extras; £1,395; exchanges, terms, etc.—Keith's Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.15. Bowes Park 5100. [C2080]

MAY 1950 American Ford Custom, maroon and chrome, loose covers, blinking lights, radio and heater, taxed for year, completely overhauled by Lincoln, 2000 miles, £215; 1950 car or 1949 Ford—Myers Motors, 125, Falcon Rd., Clapham Junction, Battersea 9662. [17240]

American Cars Wanted

ATENTION!!: **S**IMPSONS, The American Car Buyers, require all American cars.—Wembley 8691-3903. High Rd., Wembley. [W4015/R]

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3061]

JO THOMPSON (MOTORS) Ltd., require American cars.—91-95, Fulham Rd., S.W.5. Kensington 4858. [C1035]

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4036]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St., Martin's Lane (ad.), Leices. Sq. Tube Stn.), W.C.2. Temple Bar 3588. [C2081]

ARMSTRONG SIDDELEY

WELBECK MOTORS, Ltd., officially appointed Armstrong Siddeley agents, offer:—

1947 Typhoon 2-door saloon, engine and gear box recently replaced; a rather poor quality reconditioning job has recently been carried out which rather spoils this super car; price as standard £375; or recoloured any colour to near car standard.

1953 Whitley 6-light saloon, duo-grey, red hide, 8,000 miles; the rarest and most sought after of all pre-Sapphire Armstrongs; £995.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1339 (6 lines). [C4049]

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1953 Armstrong Siddeley Sapphire 6-light saloon, black, one owner, synchromesh, immaculate; £1,495; one week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., S.W.1. Museum 1001. [C3093]

CAR MART, Ltd.

1952 Armstrong Siddeley 18hp Hurricane drop head coupe, heater; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

BOON & PORTER, Ltd.

1950 Hurricane drop head coupe, well maintained throughout its 20,000 miles, one owner, grey with blue leather, blue hood, exceptional; £645.—Castelnau, S.W.15 (By Hammersmith Bridge). Rivers 4444. [C1022]

R. C. WIMBUSH, Ltd., offers:—

1953 (54) (September) Armstrong Siddeley Sapphire saloon, synchromesh, H.M.V. Radiomobile, original spare unused, 13,000 miles, one owner, dark blue/blue leather, immaculate condition; £1,395.—312, Early Court Rd., S.W.5. Fremantle 8401. [C4056]

HAROLD SIMONS, Ltd., offer:—

1950 Armstrong Siddeley 4-door saloon, black, brown leather, first-class condition throughout; £555; three months' guarantee; terms, service after sale, deferred exchange; trade enquiries welcome.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, three minutes' trolleybus, East Finchley Tube). Finchley 0052-3-4. [C4065]

GUY SALMON AUTOMOBILES offer:—

1952 Armstrong Siddeley pick-up, 15,000 miles only, excellent condition; £495.—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-3. [C4001]

1953 Sapphire, 9,000 miles, radio, synchromesh duo-green; £1,395.—Below.

1953 Sapphire, 9,000 miles, black, radio electric, 4-door, in carpeted; £1,425.—C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., Mayfair 0821-2. [C5040]

CHALES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. Official Armstrong Siddeley retailers and importers.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1948 Armstrong Siddeley Hurricane, immaculate order; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1946 Armstrong Siddeley drop head coupe, radio and heater; £335. 5 months guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1954 (June) Armstrong Sapphire, 900 miles, electric box; £1,595.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557-6770. [C3006]

1938 Armstrong Siddeley, 14hp, recently overhauled, 3 new tyres, licensed; £250 or near offer.—Waters, Nately Towers, Hook, Basingstoke Hants. [6929]

ARMSTRONG SIDDELEY

1949 Armstrong Lancaster saloon, grey, red leather, fitted all extras, unmarked throughout; £525; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [7207]

1950 Armstrong Siddeley Whitley, synchromesh gearbox, one owner, heater, lights, wing mirrors, taxed year, superb car; £645; terms, exchanges.—Finchley 7300. [7195]

1948 (Oct.) Typhoon, radio, heater, taxed, two terms, exchanges.—Ross Motors, Ltd., Hinckley, Leics. Tel. 558-9. [7006]

£495—1947/8 Armstrong Lancaster 4-door saloon, grey, clean, cost £1,500; bargain; £1,155. —Bray Motors, 180-184, West End Lane, N.W.6. Hampshire 6490. [C2024]

1954 green/grey, 5,000 miles; used only for demonstration purposes; extras; magnificent car; £1,625.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Waxlow 1891/4008. [7208]

1954 (April) Armstrong Siddeley Sapphire 6-light saloon, green/grey, 5,000 miles; used only for demonstration purposes; extras; magnificient car; £1,625.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Waxlow 1891/4008. [6961]

Armstrong Siddeley Cars Wanted

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

A fine and genuine Armstrong wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [O183/R]

PASS AND **JOYCE**, Ltd., England's largest distributors, wish to purchase carefully used Armstrong Siddeley.—Museum 1001. [O1835/R]

7-SEATER, 1951/2 private 18hp, Limousines, also 25hp, reasonable mileage 1938/39 Limousines. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear boxes; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [O1644/R]

FULL repair and overhaul service for Armstrong cars.

F—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [7165]

HENLYS, Ltd., Cheetah Hill Rd., Manchester, S.1. have large stocks of spares; reconditioning of cars and preselecter gear boxes undertaken.—Tel. Deansgate 6216-7.

PASS AND JOYCE, Ltd., England's largest distributor for Armstrong Siddeley, extend to their valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Worship St., London, E.1. [O1670/R]

ASTON MARTIN

PARADE MOTORS (MITCHAM), Ltd., offer:—

1935 Aston Martin 1½-litre sports 4-seater, long chassis; £255.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036]

BROKELANDS.—Aston Martin sole distributors.

1954 D.B.2-4 models available for show and demonstration.

1953 Aston Martin D.B.2 saloon, vantage engine, 11,000 miles, £7,000 miles.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 1½ Le Mans 2-seater, 1935, £265; Aston Martin 1½ Le Mans short chassis, 1934, £225.

ASTON MARTIN 2-litre coupe with dickey, 1939, £2425; Aston Martin 2-litre tourer, 1938, £145.

ASTON MARTIN 1½ saloon, 1931, £195; Aston Martin 1½ International tourer, 1932, £165.

IMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

1936 Aston Martin 1½-litre Mark II long chassis, £312; 1938 tourer, £350.—Johnson & Brown Ringers Rd., Bromley. Ravensbourne 2322. [C2075]

ASTON MARTIN Spa coupe, U.M.C. 65, 108bhp, complete spare engine, 6 wheels, tyres, etc., £950.—Bridge Garage, Marsh Rd., Pinner 1560. [O961]

ASTON MARTIN DB 2/4 saloon, first registered in March, 1954, finished in black with blue leather, H.M.V. radio, 8,000 miles, one owner, £2,195.

CYRIL WILLIAMS MOTORS, Ltd., Aston Martin and Lagonda Distributors, Wolverhampton. Tel. 247171. [T0960]

ASTON MARTIN DB 2 saloon, first registered in May, 1953, finished in moonbeam grey with blue leather upholstery, fitted with Vantage engine, one owner, in immaculate condition, 5,800 miles; £1,950.

CYRIL WILLIAMS MOTORS, Ltd., Aston Martin and Lagonda Distributors, Wolverhampton. Tel. 247171. [T0960]

ROSE & YOUNG, Ltd., offer: 1954 (April) Aston Martin D.B.II-4 saloon, fitted radio, 4,000 miles only, as new; £2,185.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Aston Martin Cars Wanted

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-5.

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor Tel. Windsor 2002/5. [0198/R]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor Tel. Windsor 2002/5. [0198/R]

Austin Seven

1935 Austin Ruby saloon: £75 o.n.o.—Haslemere 1125. [J7176]

1935—Austin Big 7 1939 4-door saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, 6041. [W4018/R]

95—Austin 7 1936 model Ruby saloon, sliding head very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018/R]

1937 Austin 7 Nippy, beautiful condition throughout.—C. G. 1955—Austin 7 1939 4-door saloon, Rowland Smith, Ltd., 127 Parkway, N.W.1. (Nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059]

1937 Austin 7 Ruby saloon, very good condition; two owners, maintained car, very trial, £50 or £5 deposit, lease over 12 months; exchange, insurance; write for Ist.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

Austin Seven Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—

Austin 7 cars for cash.

AUSTIN House, 140, 144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Austin A30

DAGENHAM MOTORS, Ltd., offer the following car:—

1953 Austin A30 4-door saloon, blue, 9,000 miles: £525. [C1052]

56 Park Lane, W.L. Hyde Park 4866: 574, Ealing Rd., Alperton, Middx. Perivale 5588: and 6, 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821.

1954 (March) A30 2-door, black.—Tel. Langham 2261.

1953 (Dec.) A30 2-door saloon, ivory/red, heater, loose covers, as new; £510.—Dobsons, Ltd., (Automobile Agents), Stanmore 801. [C1074]

KENTISH & THOMSON, Ltd.—1953 (August) Austin A30 4-door saloon cream and red, fitted with heater, small mileage, in first-class condition throughout; £495.—564a, Wickham Rd., Shirley, Croydon, Springbank 3477. [C2047]

Austin A30 Cars Wanted

CM THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R]

HA. SAUNDERS, Ltd., Golders Green, require:—

Austin A30 cars for cash.

AUSTIN House, 140, 144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

LLL Austin A30 models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [J7027]

RICHARDS & CARR buy Austin A30—35, Kinnerton St., London, S.W.1. Sloane 9424. [C13045]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Austin Eight

DICKS, Austin 8 saloon, 4-door de luxe model, unmarked: £295. [C1046]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

1947 Austin 8 saloon, blue with brown upholstery, very nice order throughout, taxed end of year: £330. [C1047]

CATTERMOLES (GARAGES), Ltd., 79/89, Pentonville Rd., N.1. King's Cross Station, Ter. 1001. [C1035]

Z. MOTORS offer 1946 Austin 8 4-door saloon, exceptionally good engine, real bargain: £295!—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4725. [C1011]

1947 Austin 8 saloon, black, brown leather; bargain: £280; terms.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9875. [C2047]

Austin Eight Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—

Austin 8 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

LLL Austin 8 models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station) N.W.11. Speedwell 4701. [J7028]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Austin Ten

COLLIVER-FISHER, Ltd., offer:—

1947 Austin 10 saloon, black with brown hide one owner, low mileage; a very fine specimen: £335.—Northwood, Middx. Tel. 777. [J7150]

Austin Ten

AUTOMOBILIA, Ltd., offer:—

1947 (Oct.) 4-door de luxe sunroof, pastel green, brown, leather, excellent condition: £365.—Automobilis, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1075]

1947 Austin 10 saloon, black, good order: £335. [C1076]

DOUGLAS CAR SALES, 21, Tavistock St., Waltham Cross, Tel. 4923. [C1077]

1939 Austin 10 saloon, excellent order: £245. [C1078]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1947 Austin 10 saloon, £375.—Hillside Adinton Motors, Ltd., 325-7, Long Lane Western Ave., Hillside, Tel. Uxbridge 8588. [C2062]

1945 Austin 10 saloon, good condition: £70 deposit, balance 18 months.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

1946 Austin 10, £335.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

£345—1947 Austin 10 de luxe saloon, taxed—Rogers Garages, 22, Chiswick High Rd., W.4. Chi. 6780. [C3054]

1936 (April) Austin 10 Sherborne saloon, good condition throughout: £135—110, Battersea Rise, S.W.11. Battersea 0349. [C1096]

1939 Austin 10 de luxe saloon, black, brown leather, very good condition: £245; terms: £200. [C1079]

TATE & HITCHINS, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 2675. [C1744]

1947 Austin 10 saloon, black with brown leather, two owners only, beautiful original paintwork, very much above average condition; three months' guarantee: £595. [C1075]

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.S. Finchley 6256 (5 lines). [C1061]

Austin Ten Cars Wanted

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Aust'n 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HA. SAUNDERS, Ltd., Golders Green, require:—

Austin 10 cars for cash.

AUSTIN House, 140, 144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

GARDNER & CO. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. [W2074]

PRIVATELY owned Austin 10—5, Brack Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057]

ALL Austin 10 models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [C1035]

WOOD Austin 10 wanted for cash.—Walter Scott Ltd., 59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Ptl. 5914. [W4006]

PRIDE & CLARKE, Ltd., the car buyers.—Austin 10 purchased for immediate cash; buyer will call. Tel. Brixton 1791. 138, Stockwell Rd., London, S.W.9. [W3068/R]

Austin A40

CAR MART, Ltd.,

LONDON Distributors.

1954 Austin A40 Somerset saloon: £695.—Car Mart Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1035]

NEWNHAMS, Ltd.

1953 A40 Somerset saloon, black, heater, leather, etc.: 12,000 miles: £645. [C1079]

NEWNHAM LTD., 395, 79-89, Pentonville Rd., N.W.3. (Swiss Cottage Tube). Ptl. 5914. [C3024]

BOON & PORTER, Ltd.

1951 Countryman, utility, green, specially maintained by its only owner: £445.—Castelnau, S.W.15. (By Hammersmith Bridge). Riverside 4444. [C1022]

B. J. HUNTER, Ltd., offer:—

1953 A40 Somerset saloon, fitted radio, heater, etc.: £650. [C1079]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2046]

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A40 Somerset saloon, beige, 3,000 miles: £645. [C1045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

GLANFIELD LAWRENCE offer:—

1953 (December '52) Austin A40 saloon, sliding roof, heater, 28,000 miles, engine overhaul, very nice throughout: £595—407, High Rd., N.12. Finchley 0091. [C2055]

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A40 saloon, 1,000 miles, black, sun roof, part exchange, deferred terms: 4, Brick St., Park Lane, London, W.1. Grosvenor 4722-3. [C3051]

1954 (June) A40, 700 miles: £700. [C1002]

COTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7100/5676. [C4006/1]

ACREST, off—1951 Austin A40, moderate mileage, heater, fitted, excellent throughout: £565. [C1002]

ACREST AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002]

1951 Austin A40 saloons, choice of 2, black or grey, both in excellent condition: £525 each. [C1027]

CATTERMOLES (GARAGES), Ltd., 79/89, Pentonville Rd., N.I. Tel. King's Cross Station, N.1. Ter. 1001. [C1035]

1949 A40 saloon, black/blue leather, loose covers, heater one owner: £475—May 5212. [C3030]

Austin A40

1953 Austin A40, absolutely as new, one owner, low mileage: £625. [C1027]

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076]

1952 A40 sports coupe, black with beige leather, absolutely as new: £595. [C1027]

Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 1100/8676. [C4008]

1949 A40 saloon, heater, black: £475. 3 months' terms, exchange: £425. [C1027]

JACK WILLIAMS MOTORS, Ltd., 163, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1954 (Dec.) Austin Somerset, 7,000 miles, taxed as new: £665—Tickford, Ltd., Temple Bar 3358. [C3029]

1949 Austin A40 Devon 4-door saloon: £595; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5966. [C3034]

SPORTS A40, beige, red leather, 12,000 miles: £52. [C1027]

1954 Austin A40 Countyman, dark green: £495. [C1029]

Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1019]

1952 Austin A40 Somerset saloon, grey, heater, loose covers, taxed, one owner: £595. [C1027]

1953 Austin A40 d.h. coupe, Ace Rimballishers, wing mirrors: £655—Rogers Garages, 22, Chiswick High Rd., W.4. Chi. 6780. [C3054]

1950 Austin A40 Devon saloon, grey, heater, excellent condition: £475—L. F. Dove, Ltd., 111-115, Addison Road, Croydon. Addiscombe 5200. [C1076]

1952 December, A40 Austin, Somerset heater, sliding head, beige, mileage 15,000: £595. [C1027]

Potter's Bar 2030. [C1027]

1953 model Somerset in immaculate condition: £635; hire purchase and part exchanges welcomed—Herbert & Mills Church Rd., Ashford Middx. Tel. 2960. [C2025]

1952 (Oct.) A40 sports, beige, 15,000 miles, heater, perfect condition: £575—Weir, 5, Ewell, Surrey. Ewell 2252 9-6 p.m. only. [C1027]

1953 A40 sports, Romney blue, one careful owner: £550—Spiby, Lt. Spiby, R.A.F., South Cerney, Cirencester. [C1228]

1951 A40 (GS/5 model) saloon, green, heater and covers, immaculate condition, one owner: £550—S. Davies & Son, Hillside Garage, Edgware. Tel. 4464. [C1025]

1953 Austin A40 coupe, colour grey, fitted radio, heater, condition as new, 12,000 miles: £595. [C4054]

John Whaley, Ltd., Bishop's Stortford. Tel. 1812. [C4054]

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction), offer a selection of Austin A40s with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C1025]

1952 Austin A40 Somerset saloon, beige, heater, one owner, exceptional condition throughout, B.M.C. warranty: £575—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandkye 1114. [C1025]

1952 Austin A40 Somerset, heater, loose covers, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 30312-3. [C1025]

1952 Austin A40 Somerset, leather and heater, paintwork unmarked: £625; 6 months' written Free Service guarantee—Moss & Lawson Ltd., 1076/1096, London Rd., Thornton Heath, Surrey. Pol. 1122. [C1025]

1953 Series Austin A40 Somerset de luxe saloon, sun roof, leather, heater, overriders, fog lamp, tax-free. Driver's seat, immaculate; £595, with written guarantee—Motors (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [C5016]

PRIDE & CLARKE, Ltd.—1954 Austin A40 saloon. Windscreen cracked: £200 miles, compensation £700. 1953 grey/beige, 16,000 miles, heater: £649; 1952 grey/beige (heater covers), black/beige, choice two from £589; 1950 grey/blue, £429; three months' guarantee, terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

Austin A40 Cars Wanted

CM THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0927/R]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HA. SAUNDERS, Ltd., Golders Green, require:—

Austin A40 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

LLL Austin A40 models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station) N.W.11. Speedwell 4701. [J7027]

ALMOST new A40 required at once.—54, Streatham Hill, S.W.12. Tulse Hill 2676. [C1027]

WANTED late model A40 saloon.—Particulars to 6, Queens Elm Sq., Chelsea, S.W.3. [C1024]

PRIVATELY owned A40—5, Brack Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2037]

AUSTIN A40 buyers—Motors (London), Ltd., 51, North Rd., E. Finchley Station N.2. Tel. 2301-2. [C5016]

BOTWOODS, Ltd., Austin distributors for Suffolk. Tel. Ipswich 2271. [C5056]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1951 Princess saloon, black, heater, radio, one owner, 13,000 miles; £1,100.—May 5242 [C5030]

1951 Austin Sheerline, black, heater, radio, sun roof, one owner, low mileage, absolutely immaculate condition; £750.—excellent driving car.—B & H. Motors, 1464-B, High Rd., Wheatsone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020]

LIMOUSINE, 1952, long wheelbase partitioned Limousine, occasional, private owner, genuine 6,000, immaculate condition; £1,265. Aips & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

Austin A125 and A135 Cars Wanted

**C
M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1052 R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 125 and A135 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 6011 (10 lines). [W4004]

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting.—Aips & Saunders Ltd., 2 Providence Court, North Audley St., Mayfair 2941. [W1006]

Austin Hire Cars Wanted

AUSTIN hire car or taxi wanted.—Wheatley, Mill Lane, York. Tel. 2529.

AUSTIN MISCELLANEOUS

BRICKWOODS: Individuality, new and used cars.

1954 Austin-Healey 100, latest mods., heater, low mileage.

1950 Austin Princess saloon, radio.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin—Hampstead (Tube), N.W.3. Hams 6041. [W4018/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15. [0598 R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [C541 R]

Austin Spares and Service

AFOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchanges units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [C404/R]

NORMAND, Ltd.

HAVE your car serviced by the experts. SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0356]

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6500), and 382, Streatham High Rd., S.W.16 (Streatham 0554). [C1016/R]

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271 R]

AUSTIN, the main agents for spares, service and repairs.

THE Linkster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-4. [C1016/R]

AUSTIN genuine spares and specialist service in the West End.

SHOPPERS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C500/R]

FIRALYES (REG. PHILLIPS) are first choice for Austin 7 spares, lists and parts by return. John St., Sheffield 22876. [C493]

AUSTIN spares, any year, any part; largest stockists in U.K.: exchange units.—Try Northwood's first, 44-47, Newtoning Causeway, S.E.1. Hop. 2820-2020. [C1029 R]

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 16, Balham Hill, S.W.12. Battersea 3280-3769. [C488/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [C1039 R]

DYNN & STEVENS, Ltd., the South London Austin depositors, range of parts and units in stock; exchange engines, rear boxes, pumps, clutch, starters, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acme Lane, S.W.2. Brixton 1155. [C1014 R]

AUSTIN-HEALEY

L. F. WARD, Ltd. Austin-Healey, 15,000 miles, excellent condition.—L. F. Ward, Ltd., Grange Rd., Garage, Birch Rd., Thornton Heath 3347. [C494]

AUSTIN-HEALEY May, 1954, green, only 2,800 miles, heater and overdrive, as new; any trial; £985.—Birch Brookfield, Warfield Bracknell, Berks. Tel. Winkfield Row 251. [C725]

Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 6011 (10 lines). [W4004]

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kit and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick.

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list, open until 8 p.m.

XAMBLE—1935 (Nov.) 4½-litre, drop head coupe to Park Ward, painted Tudor grey and upholstered in red leather, 4,000 miles, price £4,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.I. Open till 8 p.m. May 7442. [C1002]

MAIDSTONE ENGINEERING Co.

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list, open until 8 p.m.

XAMBLE—1935 (Nov.) 4½-litre, drop head coupe to Park Ward, painted Tudor grey and upholstered in red leather, 4,000 miles, price £4,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.I. Open till 8 p.m. May 7442. [C1002]

CHIPSTEAD MOTORS, Ltd., offer:—

4½ (August) 1936 white sports saloon, blue leather, reconditioned chassis at enormous cost, chrome luggage rack, etc., fine specimen.

4½ (late 1937) Top Hat full racing, blue sports saloon, grey and shell grey grey leather, one mile, mileage reputed to be only 48,000, chrome luggage rack, radio, etc., undoubtedly one of the prettiest Bentleys on the road.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0092-7255. [C1046]

GUY SALMON AUTOMOBILES offer:—

AMOST exceptional pre-war Bentley 1936 4½-litre with very attractive 4-door sports saloon by Rippon, the body had a total of nearly £1,700 spent on it, this body was refitted in 1948, engine overhauled, £2,000 and other mechanical work carried out for approximately £700; it is a vehicle that must be seen and tried to be appreciated, and is offered at the very reasonable price of £995.—Portsmouth Rd., Thames Ditton, Ember, 0005-5355-2-3. [C4001]

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers.

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list, open until 8 p.m.

XAMBLE—1935 (Nov.) 4½-litre, drop head coupe to Park Ward, painted Tudor grey and upholstered in red leather, 4,000 miles, price £4,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.I. Open till 8 p.m. May 7442. [C1002]

STAGSDEN OF BOURNEMOUTH offer:—

1950 Bentley Mk VI standard steel saloon, black, 4½-litre, interior, own, supplied and serviced by us, miles 34,000, £2,500.

1950 Bentley Mk VI standard steel saloon, grey maroon interior, one owner, supplied and serviced by us, mileage 32,000; £2,350.

1950 Bentley Mk VI standard steel saloon, Tudor grey interior, immaculate. Miles 22,000, now undergoing engine and chassis overhaul, £2,150. Tel. Derby 47471-6. [C4073]

STAGSDEN GARAGE, 14, Westcliff Rd., Bournemouth 7160. [C4080]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley steel saloon, two shades green-brown leather, £1,495.

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]

BENTLEY 4½-litre saloon (1948), grey, grey leather.

E1,575. [C4022]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers.

BENTLEY Mk VI standard steel sal., black, brown hide, outstanding condition, one careful owner, must be seen to be appreciated; £2,550.

1951 Bentley Mk VI standard steel sal., black, dark red hide, one owner, immaculate throughout, recommended; £2,650.

1949 Bentley Mk VI business man's sal., with sun roof, chauffeur maintained, black, beige leather; £1,075.

1949 Bentley Mk VI drop head 4-seater coupe black, dark tan hide, specially tuned and very fast, exceptionally attractive car; £2,575.

PART EXCHANGE AND DEFERRED TERMS ARRANGED.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 8266.

SERVICE: Works and Stores—Barnsdale Yard, off Eglin Avenue, W.9. Cunningham 5936. [C2010]

SWANMORE GARAGE, Ltd.—See our display advt.

SWANMORE GARAGE, Ltd.—See our display advt.

1939 4½-litre MR series overdrive H. J. Mulliner high tension 4-door sports saloon; £1,275.

1937 4½-litre KR series Vanden Plas sports saloon; £750.

1935 3½-litre DK series Hooper drop head four-some coupe; £595.

1935 3½-litre DR series Mann Egerton sports saloon; £595.

237-245, Kemal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C5007]

1946 Bentley H. J. Mulliner saloon, heater, radio; £1,550.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

1936 4½-litre Park Ward saloon, good condition, mechanically sound; £685—Box 7541.

1951 Mk. VI Bentley saloon, 25,000 miles; complete history, black; £2,250.—Western 9821. [C690]

1951 Mk. VI Bentley saloon, 25,000 miles; complete history, black; £2,250.—Western 9821. [C690]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1,
Sloane 4086, offer:

1947 (October delivery) Mark VI standard steel saloon, black, fawn hide, 48,000 miles only and in really beautiful condition; £1,685.

1936 (August delivery) 4½-litre sports saloon by maker's history including complete engine overhaul, discs, bumper, licensed December, first-class order; £665.

1952 Bentley (delivered 14/11/51) standard steel saloon, big bore, mileage 25,000, black/tan radio; £2,695.—Below.

1950 Bentley fitted James Young 2-door sports saloon, light green/tan, exceptional condition; £2,650.—C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-6.

1937 Bentley 4½, Park Ward saloon, guaranteed £595; payments—Oldfield, 386, Kensington High St., W.1. Wes. 6631. [C3029]

1949 Bentley S.S. saloon, 32,000 miles only, black, beige leather; £1,800; exchanges.—Welwyn Service Depot, Ltd., Hatfield 1785. [C3722]

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers, reliable cars in stock.

1951 (late) Bentley 4½-litre, large bore, 2-tonne grey; £650; on exchange.—W.H. Wilson's Garage, Hanwell St., Newcastle, Staffs. Tel. 6154. [C3078]

1947 Mark VI standard steel saloon, grey and black, mileage 39,000; £1,795.—Louis & Co., 56, Lancaster Mews, London, W.2. Padd. 9196. [C2069]

1952 (Jan.) Bentley 4½-litre standard steel saloon finished in Tudor grey with grey leather, 18,200 miles, in immaculate condition; £3,200.

CHARLES ATTWOOD & SON, Ltd., Official Rolls-Royce & Bentley Retailers, Wolverhampton, 7-2582.

CASS'S MOTOR MART—1934 Bentley 3½ sports saloon, just reconditioned at cost of £700, immaculate; £595.—Warren St., W.1. Euston 4110. [C1040]

1949 Bentley Mark VI saloon, one owner, heater, radio, many extras; reasonable offer or part-exchange.—R. W. Estill, 124, Clifton, York. Tel. 5320.

1935 (Jan.) Bentley 3½-litre 4-door saloon, most attractive and in excellent condition; £565.—Jaques, Ltd., 225-7, Hammersmith Rd., W.6. River-side 6677-6.

1934 (December) Bentley 3½-litre, Park Ward, grey/black, splendid condition, just reupholstered, discs; £480.—Frederick Rd., Birmingham, 15. (Edg. 1441.) [C2022]

1951 Bentley standard saloon, green, one owner, H.M.V. radio, as new; £5,000.—Tickford, Ltd., Temple Bar 3358.

BENTLEY 1936 4½ special drop head, 4-door, body by Vanden Plas, absolutely unique and centre of admiration everywhere, one titled owner to June, 1954; now irreparable at £785.

ECONOMY CAR SERVICE, Rickmansworth, Tel. E. 5326. [C621]

1936 (August) 4½ Bentley Park Ward, reconditioned black and grey, engine overhauled, an exceptionally well-maintained car; £695; terms or exchange.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604-6452.

1936 Bentley 3½-litre Park Ward 4-door sports saloon, sun roof, black, grey leather, in really excellent condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, London, W.11. Baywater 4274. [C4035]

895 gns.—Bentley (September) 1939 4½-litre 4-door sports saloon, black, sliding head, brown hide, overdrive, H.M.V. radio, screen washers, carefully used terms, exchange list; open 9-7 week-days and Saturday evenings.—Rowland Smith, Hampstead (Hampstead Tunnel), Hampstead 6041.

1936 Bentley 4½-litre Park Ward sports saloon, black, two owners, moderate mileage, very good history, over £500 spent on factory overhauls, condition well above average; £695; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4468. [C3016]

1936 Bentley 4½-litre sports saloon, body by Park Ward, finished in black with Acc. discs, car is fitted with special PILO headlamps, spotlight, also Motorola radio, good tyres, car is in excellent condition and at the reasonable price of £595, terms or accept small post-war car in part payment.—Western 1309.

1950 Bentley Mark VI H. J. Mulliner sports saloon, mid-blue with blue upholstery, this really immaculate car is fitted with heater, radio and sliding roof and must be seen to be appreciated, recommended with every confidence; £2,675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

BENTLEY (PRE 1931)
PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars."

Bentley Cars Wanted

**C
M**
THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [C3058/R]

**R
OWLAND SMITH'S, the Car Buyer.—Highest cash prices for Bentley—Hampstead (Tube), N.W.1. Ham. 6041. [W4019/R]**

Bentley Cars Wanted

JACK

OOLDING & CO. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.

**A
USTRALY HOUSE, North Audley St., W.1. Mayfair 5242. [C3030]**

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed standard retailers, urgently require late pre-Bentleys. Tel. Weybridge 235. [C0540/R]

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2437. [C057/R]

1954 Bentley Mark VI show model required after duration Motor Show in exchange 1949 6½-litre & Webbs; inspection Yorkshire.—Write Box 6297. [C597/R]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362.

XXX H. F. EDWARDS offer immediate cash for good Bentley cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

BENTLEY Mark VI post-war chassis wanted, utility body considered; particulars and lowest price to.—Redditch Ring & Swivel Co., Ltd., Hewell Rd., Redditch. [C7072]

Bentley Spares and Service

JACK

OOLDING & CO. (MOTORS), Ltd.

OFFICIAL Bentley service, overhauls and renovations.

SERVICE reception in Mayfair 18, Providence Court, North Audley St., Mayfair 5242. [C3050]

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing and overhauls, work, coachwork renovations and accident repairs, large stocks of spares.—Danvers St., Chelsea, S.W.3. On Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5926-7. [C593/R]

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace, Tel. Livingstone 3362.

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

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ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace, Tel. Livingstone 3362.

BONHILL MINICAR WANTED

1936/7 B.M.W. drop head foursome coupe.

386, Kensington High St., W.14. Wes. 6631. [C3029]

328 B.M.W. 1939, cream black, beautiful car in wonderful condition, mechanically excellent; £470 o.n.o.—Elm Garage, Brookwood 2033 after 6 p.m. [C4019/R]

B.M.W.

1936/7 B.M.W. drop head foursome coupe.

386, Kensington High St., W.14. Wes. 6631. [C3029]

RAYMOND WAY OF KILBURN.

1936/7 B.M.W. drop head foursome coupe.

386, Kensington High St., W.14. Wes. 6631. [C3029]

BOND MINICAR SPARES AND SERVICES

RAYMOND WAY FOR B.M.W. spares, spares, spare and service under Bond trained service manager;

no job too big or too small, free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN.

1936/7 B.M.W. drop head foursome coupe.

386, Kensington High St., W.14. Wes. 6631. [C3029]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

IMPRESSIVE Chevrolet Fleetline, good condition. Dec., 1949, radio, heater; £520.—Box 7215. [6967]

1954 Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4628.

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolot buyers.—Wembley 8691/3903.

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars. 10, St. Martin's Lane (Ad.), London 1. Tel. 3588. W.C.2. Temple Bar 5588.

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Ad.), Leicester Sq. Tube Stn., W.C.2. Temple Bar 5588. [C1027/R]

REPAIRS, reasonable prices! Gears: rear differential, guaranteed gear boxes; engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

CHRYSLER

AUTOSALES (LONDON), Ltd., offer:—

1939 Chrysler Kew saloon, black, leather interior, in first-class condition; £275.

1938 Chrysler Kew saloon, black, with overdrive, new tyres; £175.—Autosales (London), Belsize Rd., N.W.3. Maida Vale 5555. [7219]

1952 Chrysler Imperial 4-door saloon de luxe, i.h.d., automatic transmission, power steering, power brakes, radio and heater, 6,000 miles; £1,850.—British & Colonial Motors, 13-14, Upper St. Martin's Lane (Ad.), Leicester Square Tube Station.) Temple Bar 3588. [C1027]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles—59-65, Belsize Rd., Swiss Cottage, N.W.3. Mai. 5555/2155. [10643/R]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.1. Ham. 6041. [W4018/R]

7-SEATER, 1938 39, good condition 24/28hp. Limousine, 7 seater, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair. 2941. [W1005]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.3. Mai. 5555/2155. [10405/R]

CITROËN

C. G. NORMAN & Co.

CITROËN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [7186]

CITROËN

H. BEART & CO., Ltd., offer:—

1950 Citroën light 15 saloon de luxe, finished in black with red upholstery, in very nice condition throughout; £550.—102, London Rd., Ealing, Ealing-on-Thames, Kingston 3348. [C1061]

1940 Citroën 7-seater.—Tel. Cunningham 9726 for a real buy. [7158]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, 481-2-3, offer:—

1950 Citroën Big 6 saloon, finished maroon, beige leather, one owner, many extras fitted radio, immaculate condition throughout; £575. [C1091]

1939 saloon, immaculate throughout; £265.—Kirk-Sydenham 2129. [C2056]

1953 (Sept.) Citroën 15 saloon, radio, etc.; £225.—Autowork, Ltd., Southampton St., Winchester. Tel. 4965. [C1010]

98 gns.—1935 Citroën saloon de luxe 12hp, or exchange 2-10 saloon.—Auto Engineering, Willsons Rd., Ransgate, Thanet 52696. [6999]

A PRIL 1935 Citroën 15hp saloon, black, heater, wireless, Michelin X tyres, screen washers; £725.—Hardwicke Garage, Lydney, Glos. Tel. 40. [7117]

CITROËN distributors for sales, service and spares demonstrations can be arranged for all models. Ring Speedwell 9761. Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [C0011/R]

CITROËN Big Six saloon, finished in black with red leather, fitted radio and spot light, in first-class condition, just returned from Citroën works, bills of over £100 available for inspection.

UNIVERSITY MOTORS, Ltd., Gro. 4141. [6619]

1947 Citroën Light 15, excellent mechanical condition, paintwork unmarked, new clutch and final drive; £396; 6 months' written free service guarantee.—Moss & Lawson, Ltd., 10, 1096, London Rd., Thornton Heath, Surrey. Tel. Pold 1122. [6501]

1947 registered Citroën light 15 saloon, believed to be 1939, 4-door, black, clean condition, car, in above average condition; £225; exchanges; hire purchase.—B & H Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020]

Citroën Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroën.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A CE SERVICE STATION (LONDON), Ltd.

THE Citroën distributors are the largest buyers of used Citroën cars in the British Isles; trade inquiries invited.

NORTH CIRCULAR Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

AFINE and genuine Citroën wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086]

Citroën Cars Wanted

CITROËN—John S. Truscott, Ltd., urgently require good examples, high mileage cars, cash or exchange—175, Westbourne Grove, W.11. Bay 4274. [W4035]

Citroën Spares and Service

SOUTH OF THE THAMES.

BALLES of Croydon, distributors and specialists for Rover cars, repairs, overhauls and spares.—Tel. Croxley 3131-2. [0157/R]

SHIMPTONS MOTORS, Ltd., Distributors, W.4. Showrooms: 242/4, Brompton Rd., S.W.5. Ken. 9464.

SPARES and Service: 137-145, High Rd., Chiswick, W.4. Chis. 6159, and 47, Montross Place, Halkin St., S.W.1. Sloane 5490. [0727/R]

WILCOX GARAGES, Ltd., Pulteney Rd., Bath 4865. Citroën parts, reconditioned drive, trains, 48-hr. service. [0334]

WOODFORD CAR MART, Essex distributor for Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Box 2284); specialists on Citroën body repairs and mechanical overhauls, swivel joints reconditioning 48-hrs., all spares stocked. [0585/R]

FRENCH without care. Have you seen the special accessories for Citroën? Spot-on-budget, wheel discs, long type wing protectors, front and rear aluminium rocker covers, etc.: send for illustrated catalogue.—Radwar Motors, Citroën Specialists, Cowper St., Birmingham, 19. Aston Cross 2425. [13603]

CORD

B. J. HUNTER, Ltd., offer:—

1937 Cord drop head four-seater coupe, most attractive car, in cream; £295. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

DAIMLER

R. F. FUGGLE, Ltd.

4800 miles, genuine.—1951 Consort, tax'd year, fitted radio, heater, colour dark blue; £1,285. or part exchange Bentley.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

DENHAMS for Daimler.

ALWAYS a selection of good used cars available. [7185]

DENHAMS GARAGE (ESHER), Ltd., Tel. 3566, Esher, Surrey. [7185]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Daimler 18 saloon, one titled owner, chauffeur maintained, perfect; £650.—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. [C3080]

WARWICK WRIGHT, Ltd., offer:—

1953 Daimler Consort saloon, black, heater, 5,000 miles; £1,395. [C2961]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER Straight 8 touring limousine, 1951, blue, cloth, one owner; £2,250. [C2026]

DAIMLER Straight 8 7-passenger limousine, Hooper (1947), black, cloth, passed by Daimler; £2,495. [C2045]

DAIMLER 2½-litre special sports coupe (1952), dual blue leather; £1,425.

DAIMLER 2½-litre special sports coupe (1951), grey, grey leather; £1,375.

DAIMLER 2½-litre Conquest saloon (1954), green, beige leather; £1,350.

DAIMLER 2½-litre Conquest saloon (1953), black, beige leather; £1,325.

DAIMLER 2½-litre Consort saloon (1950), green, green leather; £895.

DAIMLER 2½-litre saloon (1950), black, brown leather; £890.

DAIMLER 2½-litre saloon (1949), black, green leather; £725. [C4022]

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022]

1952 Daimler Consort saloon, black; £1,025.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off Eglin Ave., W.8. Cunningham 5956. [C2010]

1952 Daimler Consort saloon, black, one owner, radio, 15,000 miles, as new; £1,045; also Daimler Consort saloon, black, 11,000 miles.

RICOH, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C5052]

1951 Daimler Consort 2½-litre saloon, one owner, black with blue leather interior, beautiful car; £1,775. [C2075]

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 15. Tel. Ardwick 2950. [C2076]

1951 Consort, black and brown, one fastidious owner, guaranteed; £875.—Campbell Symonds, Perivale 4456. [C1037]

DAIMLER 1949 saloon, grey, red leather, Mulliner coachwork, hate to sell but leaving country; £700. [C1025]

DAIMLER Conquest 1954 saloon, black with brown hide, fitted heater, total mileage 2,600, condition about 90%; £1,200.

NEWBURY MOTORS, Ltd., Manor Lane, Holesdown, Warks. Tel. Halestone 1641/2. [C2078]

1953 (October) Daimler Conquest saloon, green, 20,000 miles, as new; £1,225.—Brinsford Grand Garage, Cannon Place. Tel. 26195. [C2028]

1942 Daimler 19hp, H. J. Mulliner body, large boot; £375.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., S.W.3. Kensington 4658. [C4028]

DAIMLER

CASS'S MOTOR MART.—Daimler 26hp 8-cylinder Mulliner sports saloon, steel grey, outstanding condition—5, Warren St., W.1. Euston 4110. [C1040]

1937 Daimler sports saloon, 4-door, 4-light, 25hp very good throughout; £240.—Smith & Lander (Engls.), Ltd., Ormskirk Lane, Ormskirk 11. [C1056]

DAIMLER Straight 8 7-seater limousine by Hooper face forward, occasional, new tyres, immaculate inside and out, bargain; £315.—Western 5315, London. [C1056]

1953 Daimler (October) Conquest saloon, black, 6,000 miles, as new through; £1,195.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C1057]

DAIMLER Straight 8 7-seater, face forwards, 100% condition, taxed for the year; £295.—Regent Hire & Service Garage 29, Ballards Lane, N.12. Hillside 4011. [C1057]

1952 Daimler Consort saloon, grey with red leather, 15,000 miles, outstanding condition; £995.—Wards, Tunbridge Wells. Tel. Southborough 1000. [C1058]

SK Ralph Clews about your Daimler exchange for a new or used model; write or phone the long-established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [C1044]

ARCHIE SIMONS & CO., Ltd.—1952 Daimler Consort saloon, black, fitted radio, heater, 15,000 miles, one mentioned, owned since new; £1,075.—94, Portland St., W.1. Lan. 1543. [C1043]

1940 Daimler 2½-litre 6-light saloon, heater, black, red leather, new carpets, excellent condition, taxed; £345.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322. [C2073]

1953 Daimler Conquest saloon, colour black, red upholstery, mileage 5,800, spare unused, car as new; £1,150.—Walker & Ward, Ltd., Daimler, Lancaster, Warwick Place, Cheltenham. Tel. 3814 & 3816. [C1058]

DAIMLER 7-seater limousine with occasional seats to face either forwards or sideways, both front and rear compartments fitted with a sliding roof, colour black with fawn Bedford cord upholstery in the back and blue leather upholstery in the front, swept back with hinged lid to allow for forming luggage grid if required; this car was built pre-war but not put into production until 1944 and was completely overhauled at the factory in 1950, in excellent mechanical condition with immediate bodywork, price £525.

COMPREHENSIVE guarantee; hire purchase and part exchange. [C1045]

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 1697. [C1097]

A & S LIMOUSINE, 1939/E.L.24, partition, four-seater, exceptional, black, privately chauffeured, £975.—Ward, 1939/E.L.24, Hooper Deluxe Coachwork, 1939/E.L.24, partition, Limousine, black, four-seater, swept tail, black, original private owner, meticulously maintained, certified mechanically. £985.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair. [C1056]

Daimler Cars Wanted

CHAIN OF EALING.

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043]

AFINE and genuine Daimler wanted.—Cobb, 30, Eden St., St. Leon. 2241-2. [C1055]

KIRKWOOD CARS buy most types of Daimler.—Streatham Hill S.W.2. Tulse Hill 1288. [C2037]

WANTED, low-mileage modern Daimler, particulars, price.—Oldham's Cooperage, Burton upon Trent. [C1056]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

MODERN 2½-litre 36hp, Hooper 7-seater Limousine required. Details please. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair. [W1006]

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84 Eden St., St. Leon. 2241-2. [C1055]

DAIMLER and **LANCHESTER** specialists.—Debenham Motors, 17, Atherton Mews, S.W.7. Western 15. [C1056]

RCOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Daimler cars; preselect gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [C036/R]

DAIMLER and **LANCHESTER** repairs, gear boxes and other specialist charges.—A. A. Tiffmuss & Co. (Formerly with Daimler Co.), 51, Clapham Rd., S.W.9. Reliance 1647. [C066/R]

DELAGE D6 75 drop head coupe, fully guaranteed. [C1020]

UNIVERSITY MOTORS, Ltd., Gro. 4141. [C1040]

1951 Delage D6 3½-litre 4-door saloon (1951 show model), body by Autobineau of Paris, grey, blue leather front, cloth rear, 35,000 miles, Cotal electric gear box, immaculate condition; £950.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C1040]

Delage Cars Wanted

REQUIRED, really good Delage. Edwards, Amherbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

DELAHAYE

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

OCT 1954 Delahaye Sedanca drop head coupe, type 125M, 5000 miles, tested, spot lights and many other useful extras, taxes up to date, open to examination; terms and exchanges arranged for this most desirable car, which is offered at the very reasonable figure of only £1,250.—Chadney Motors, 25-27, Watford Rd., Kings Norton, Birmingham, Tel. Kid. 2527. [C1060]

DE SOTO

SIMPSONS MOTORS (WEMBLEY), Ltd., Americans. Car Specialists; full list see "American Cars." [C4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

D.K.W.

THE new 5-6 Sonderklasse D.K.W. now available for early delivery and demonstration.

A A.N. Ltd., 180 Constitution Hill, Fulham Works, London Rd., Isleworth, Middlesex, Hounslow 6011.

D.K.W.—Three beautiful D.K.W. cars available; clients own special fitted workshops and repairs our specialty; good allowance for D.K.W. cars and new Ford cars.—**B. & M. Garages, Ltd.**, 42a St. Michael's St., Paddington, W.2. [C0016/R]

D.K.W. Spares and Service

NEW big-end and mains fitted to D.K.W. crank-shafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Brixton, S.W.12. [C006/R]

MAIN importers of genuine spares for all pre-war D.K.W. cars service and maintenance.—**Schenk Motor Engineering**, 465, Streatham High Rd., Manchester, 16. [Tia. 0323]

FERRARI

1952 Ferrari 2.5 foursome drop head coupe, 12,000 miles, full history available; £3,500. exchanges.—**Welwyn Service Depot, Ltd.**, Hatfield 7235.

1952 2-seat V12 Ferrari, fitted beautiful drop air conditioning, front washers, triple-note horns, ride control, mileage approx. 15,000, 5-speed gear box, docile yet capable 125mph.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembrey Mews, W.11. Bayswater 3951. After 6. Tuesdays 4755. [C2009]

1952 (Earls Court show model) Ferrari 4.1-litre David Brown body coach-built by Ghia, silver blue top, dark blue below, working 10,000 miles since new, mechanically perfect, reported to be the fastest saloon car on the road.—**H. A. Saunders, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. [C0404]

FIAT

500 a beauty, £195—204, Ballards Lane, N.3. Finchley 2920. [C2026]

S & S MOTORS—1939 500 cabriolet, recon. engine, new carpets and hood; £200; 3 months' guarantee.

S & S MOTORS—1939 500 hardtop, recon. engine, excellent car; £195.

S & S MOTORS—1951 C500 cabriolet in excellent condition; £425.

A Above Fiats seen and demonstrated at S & S Motors 165a, Westbourne Grove, W.11. Bay. 1620. [C6611]

1939 (Sept.) 500 convertible 4-seater, one previous owner, good condition; £200.—Elmbridge 6250. [C6992]

1938 Fiat 500 hard top coupe, good condition; Kidderminster. [C7107]

MAYFAIR GARAGES, Ltd.—Fiat current type 500c ohv convertible coupe dark blue (registered 1953); £455. below.

MAYFAIR GARAGES, Ltd.—Fiat current type 500c ohv hardtop coupe pale blue (registered March 1952); £450. below.

MAYFAIR GARAGES, Ltd., Fiat current type 500c left-hand drive convertible coupe, dark blue (reg. 1952); £455.

MAYFAIR GARAGES, Ltd.—Fiat 1940 1100 500c pillarless saloon, duo grey; £325. below.

MAYFAIR GARAGES, Ltd.—Fiat 1942 500 2nd series convertible coupe left-hand drive, black; £295. below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series full 4-seater convertible saloon; £260. below.

MAYFAIR GARAGES, Ltd.—Fiat 1939 500 2nd series open sports 4-seater, grey; £275. below.

MAYFAIR GARAGES, Ltd.—Fiat 1939 500 2nd series convertible coupe panel green; £275. below.

MAYFAIR GARAGES, Ltd.—All the above Fiats carry out three months' guarantee and are immediately available below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., W.1. Mayfair 3104.5. Open 9-6. Saturdays 9-1. [C3008]

195—Fiat 500 1939 convertible coupe, very good condition; terms, exchanges.—Rowland Smith, below.

195—Fiat 12 1939 4-door saloon, sliding head, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead T.B.). Hampstead 6041. [C4018]

1939 Fiat 500 convertible G.C. engine, overhaul, £1. Weston Park, Kingston-on-Thames, Kent. 8104. [C0553]

1939 Fiat 500 coupe, recently reconditioned, exceptional order throughout; £225.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

C THE V. RUSHMER, the Fiat Specialist—1951 500C Coupé, actual show model, recon. engine, as new, 50 mph, 50 mpg, 3 months' guarantee.—59, Holland Park, W.11. Park 5731. [C3061]

S & S. MOTORS are specialists in the repair and sale of Fiat cars; always a few selected models in stock.—**S. & S. Motors**, 165a, Westbourne Grove, W.11. Bay. 1644. [C6133]

Flat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

LADY wants 1939 or later Fiat—Acorn 4318. [C6134]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104.10695/R.

REQUIRED, really good post-war Fiat.—Edwards, R.A. Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

Fiat Spares and Service

Fiat 500 truck-type, T10, B.M.C. (England), Ltd. 65, Lowlands Rd., Harrow, B.R. 6028. [C0325/R]

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [C0632/R]

Fiat Spares and Service

S. & S. MOTORS—Fiat 500cc spare stockists, retail and trade, Beaconsfield service units.—165a, Westbourne Grove, W.11. Bay. 1644. [C0136/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, Middlesex, licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Petivale 5651. [C0909/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs to exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071]

FORD ANGLIA

CAR MART, Ltd.

1952 Ford 10hp Anglia saloon, £375.—Car Mart, 382, Streatham High Rd., S.W.16. [C1039]

SLOCOMBE'S, Ltd.

1953 Ford Anglia, black, beige leather upholstery, one owner; £415, with three months' assure; terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.—PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Dep.). [C0099/R]

AUTOSALES (LONDON) Ltd., offer:-

1954 Anglia, 1,200 miles, in Dorchester grey; £625. N.W.G. Maids Vale 5555. [C7220]

A Whitleytree Rd., Purley, Uplands 6038. [C1424]

1946 Ford Anglia, excellent condition; £285. Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6129. [C2068]

1947 Anglia saloon, guaranteed; £260; exchanges.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

1946 Ford Anglia, very clean, leather; £265.—Vauxhall Motors, 472, Archway Rd., Highgate, N.6. Mountview 6039 & 5306. [C4074]

£225—1940 Ford Anglia, identical to post-war very clean; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1953 (July) Anglia, 7,000 miles, black, one owner; taxed; £395.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. [C4311]

1950 (November) Ford Anglia, beige, condition practically as new; £345; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose Hill, S.6. [C3026]

1949 Ford Anglia, black, excellent condition throughout; £315. Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.3. Speedwell 7008. [C2019]

1947 Ford Anglia saloon, black, brown, radio, new engine recently fitted, taxed; £285; also similar car, 1946, £255, both excellent.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1014]

1949 (Feb.) Anglia, in good condition throughout; £295, part exchange and new finance terms, one-third deposit, balance up to 24 months.—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 1645. [C1054]

1949 (Easter) Anglia, in good condition throughout; £295, part exchange and new finance terms, one-third deposit, balance up to 24 months.—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 1645. [C1054]

FORD (1 h.p.)

FORD 8 1939, good order, taxed; £175.—The Croft, Dirtham Lane, Emsworth, Surrey. East Horsham 3224. [C7115]

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

ALL Ford 8 models wanted urgently, inspection throughout the country.

GORDON CARS (LONDON) Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [C3032]

FORD POPULAR

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N.12. Finchley. Tel. Hillside 4444. offer:-

1954 Ford Popular, 10,000 miles; £410. [C1034]

CAR MART, Ltd.

1953-4 Ford Popular saloon; £415.—Car Mart, 165, Bromley Rd., Catford, S.E.6. Hiller Green 1001. [C1039]

HAROLD SIMONS, Ltd., offer:-

1954 (May) Popular, 2,000 miles, £35 extras; £435; 3 months' written guarantee; free service after sale, deferred exchanges; trade enquiries welcome.

HAROLD SIMONS, Ltd., Ford Agents 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes' trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065]

H. A. SAUNDERS, Ltd., Golders Green, offer:-

1954 Ford Popular, black/red, one owner, quite new; £415.

AUSTIN HOUSE, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

30 miles only.—1954 Ford Popular saloon; £465.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Ad) Leicester square Tube Station). Temple Bar 3588. [C1027]

PRIVATE owner near Chesham, Bucks, offers 1954 Ford Popular, mileage under 5,000, many extras fitted and regularly serviced; price £410.—Tel. The Bell 269. [C1017]

1954 (Aug.) Fiat 500, 1,200 miles, £35 extras; £435; 3 months' written guarantee; free service after sale, deferred exchanges; trade enquiries welcome.

HAROLD SIMONS, Ltd., Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4065]

1954 (Aug.) Fiat 500, 1,200 miles, £35 extras; £435; 3 months' written guarantee; free service after sale, deferred exchanges; trade enquiries welcome.

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HAROLD SIMONS, Ltd., Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4065]

1954

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Ten Cars Wanted

GARDNER & Co. (HENDON) will buy your Ford Prefect.—Hendon 3559 and 8460. [W2074]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

R OWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford 10.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

FORD CONSUL

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:-

1952 Ford Consul saloon, heater, radio; £635. [C3042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

GATEHOUSE offer:-

1953 Ford Consul, leather and heater, 12,000 miles only; £665.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

HAROLD SIMONS, Ltd., offer:-

1951 Consul de luxe radio, heater, leather, etc., first class throughout; £75; three months' written guarantee, free service after sale, deferred exchanges; trade enquiries welcomed. [C1065]

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing), three minutes trolleybus East Finchley (Tube). Finchley 6052-3-4. [C1065]

B. J. HUNTER, Ltd., offer:-

1952 (September) Ford Consul saloon, numerous extras, unmarked; £645. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.

OVERSEAS CARS, Ltd., offer:-

1952 Ford Consul saloon, grey/red, 14,000 miles, £650. For other Overseas car bargains see page 47. [C4005]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C5051]

W. J. BROWN, Ltd., established over 30 years.

1953 Ford Consul, Dorchester grey, red leather, loose covers, 16,000 miles; £650. [C4005]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1953 Ford Consul saloon; £655.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1954 July) Ford Consul convertible coupe, black red leather, works mileage, heater; list price. [C1035]

R IPOCO, Ltd. (Consuls Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3. [C5052]

1953 (August) Consul fawn red leather, heater, Undersealed; £690.-47, Lewis Rd., Chichester, Sussex. [7129]

1952 (November) Consul, grey, red upholstery, heater, seat covers, faultless, 16,000 miles; £650.—Kensington 9924 after 6 p.m. [C1065]

1954 Ford Consul convertible, green, cream leather, 2,000 miles; offer over £800.—Jackson, 12, Shaftesbury Rd., Wednesbury. Staffs. [7146]

1953 Ford Consul, grey, red leather, heater. Undersealed, extra heater, 10,000 miles, immaculate; £665.—Watkins, 2, Sunningdale Rd., Chelmsford, Essex. [7119]

£735 (!!)—March (1954) Ford Consul saloon, leather, windscreen washers, immaculate in every respect, negligible mileage, serviced by local Ford agents. [CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m.] [C1035]

845—Ford Consul 1954 convertible coupe, Dorchester grey, red leather, whitewall tyres. Ace Rimbushers, original fitting mirrors, one owner, genuine 1,400 miles, original spec, immaculate. Exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Consul Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

A LL Ford Consul models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd., (Opposite Golders Green Station), N.W.11. Spottedwell 7011. [C2035]

A LMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

FORD Consul Buyers—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2301-2. [W3018]

FORD ZEPHYR

J. DAVY, Ltd. ZEPHYR saloon, 1953, heater, leather covers, 12,000 miles, one owner, as new; £735. [C1066]

1954 model extras include heater, leather, radio, low mileage; £765.—180-4, Kensington High St. (Wes. 9641.) [C1069]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY THE Hire Purchase specialists.

1953 Ford Zephyr saloon, a genuine example of this very popular model, in immaculate condition throughout, radio and heater fitted, 23,000 miles, one owner; £735.—2142, Kilburn High St. (Wes. 9644.) [C1069]

HIRE Purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [C1047]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:-

1953 Zephyr saloon, leather and heater; £695. [C3042]

JACK ROSE, Ltd., offer:-

2000 miles only, 1954 Zephyr, in beige, with extras, seat covers, etc.; £795.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

RUSSELL MOTORS offer:-

1953 (model) Ford Zephyr, radio, heater, loose covers, many extras; 20,000 miles only; £695. [C3042]

R. C. WIMBUSH, Ltd., offers:-

1953 54 Ford Zephyr, green, heater, screenwasher, 21,000 miles, one owner, immaculate condition; £745.—312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

HAROLD SIMONS, Ltd., offer:-

1953 Zephyr one owner, 14,000 miles, black, red leather, bit.; £735; another green, one owner since 1953; three months' written guarantee, free service after sale, deferred exchanges; trade enquiries welcomed. [C1065]

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing), three minutes trolleybus East Finchley (Tube). Finchley 6052-3-4. [C1065]

B. J. HUNTER, Ltd., offer:-

1952 Ford Consul, numerous extras, unmarked; £645. [C2040]

R. C. WIMBUSH, Ltd., offers:-

1953 54 Ford Zephyr, green, heater, screenwasher, 21,000 miles, one owner, immaculate condition; £745.—312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

HAROLD SIMONS, Ltd., offer:-

1953 Zephyr one owner, 14,000 miles, black, red leather, bit.; £735; another green, one owner since 1953; three months' written guarantee, free service after sale, deferred exchanges; trade enquiries welcomed. [C1065]

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing), three minutes trolleybus East Finchley (Tube). Finchley 6052-3-4. [C1065]

B. J. HUNTER, Ltd., offer:-

1952 Ford V.8 school bus, needs attention; £50. [C1065]

1952 Ford V.8 saloon, new engine fitted; £85. [C1065]

3 months' guarantee, terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1950 Ford Pilot, blue/blue upholstery, carefully used; £425.—Dunham & Haines, Luton 2100. [C1079]

1950 Ford Pilot, black, radio, heater, extra Norton. Tel. 256. [C1075]

1950 Pilot saloon, heater, leather, immaculate, guaranteed; £375; exchanges, terms—Palmer's, Russell Gardens Mews, Kensington, W.14. Palmer's 9704. [C5034]

£445 (!)—1950 Ford Pilot, green, leather interior, radio, heater, unworn tyres, £100 deposit. Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£395 (!)—1950 Ford Pilot de luxe, engine dead quiet; bodywork beautiful, leather work as new, bargain price; also available 1951 Pilot; 3 months' guarantee, terms—Palmer's, Russell Gardens Mews, Kensington, W.14. Palmer's 9704. [C5034]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.2. Finchley 6221. (East Finchley Underground.) [C2052]

Ford V.8 Cars Wanted

R EQUIRED, really good Ford Pilot, Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018-R]

FORD ZEPHYR

JUNE, 1951. Zephyr, radio, heater, Ace Rimbushers, also many extras, 36,000 mileage, a most perfect car throughout, taxed year; £675; exchanges and terms. REEDS HIGH SERVICE GARAGE, 291, Ballards Lane, N.12. Hillside 4011. [C5079]

Ford Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

FORD Zephyr Buyers—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018-R]

FORD ZODIAC

DAGENHAM MOTORS, Ltd., Ford Main Dealers. [C4054]

1954 Ford Zodiac, grey/green, 4,700 miles; £860. [C1065]

56 Park Lane, W.1. Hyde Park 4866: 374, Ealing Rd., Alperton, Middx. Perivale 5358; and 6, 8 and 12, Sander Rd., Catford, S.E.6. Hither Green 4821. [C1065]

FORD (V.8)

1935 Ford V.8 school bus, needs attention; £50. [C1065]

1936 Ford V.8 saloon, new engine fitted; £85. [C1065]

3 months' guarantee, terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1950 Ford Pilot, blue/blue upholstery, carefully used; £425.—Dunham & Haines, Luton 2100. [C1079]

1950 Ford Pilot, black, radio, heater, extra Norton. Tel. 256. [C1075]

1950 Pilot saloon, heater, leather, immaculate, guaranteed; £375; exchanges, terms—Palmer's, Russell Gardens Mews, Kensington, W.14. Palmer's 9704. [C5034]

£445 (!)—1950 Ford Pilot, green, leather interior, radio, heater, unworn tyres, £100 deposit. Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£395 (!)—1950 Ford Pilot de luxe, engine dead quiet; bodywork beautiful, leather work as new, bargain price; also available 1951 Pilot; 3 months' guarantee, terms—Palmer's, Russell Gardens Mews, Kensington, W.14. Palmer's 9704. [C5034]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.2. Finchley 6221. (East Finchley Underground.) [C2052]

Ford V.8 Cars Wanted

R EQUIRED, really good Ford Pilot, Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018-R]

UTILITORS—FORD OR OTHER BODIES

1952 (March) Ford 10 Martin Walter Estate car, 4 seats, 4-door, 7-seater, one owner, immaculate and careful maintenance, cash £440, or £110 deposit and balance over 24 months. [C2037]

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [C1015]

1952 Ford 8 Martin Walter Utecon, plush fitting 5 seats, recound, engine 200 miles, guaranteed. [C5034]

£500 exchanges, terms—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Palmer's 9704/596. [C3034]

AMERICAN FORD

R HD—1951 Ford Customs, radio and heater, black. [C1065]

black—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

ON all matters of sales, spare parts, repairs and service, consult us the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [C1079-R]

Ford Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018-R]

PRIVately owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2037]

MANN, EGERTON, main Ford dealers, Ipswich, are prepared to pay high prices for small mileage Fords.—Tel. Ipswich 55401. [C1057]

FORD 8 and 10s wanted, in good condition—Allan Taylor (Motors), Ltd., High St., Wandsworth, S.W.18. Tel. Wandvky 4433 (5 lines). [C1018]

Ford Spares and Services

NORMAND, Ltd. [C1065]

N H S

HAVE YOUR CAR SERVICED BY THE EXPERTS.

SATISFACTION GUARANTEED.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C1058]

A LLAN TAYLOR (MOTORS), Ltd. [C1065]

HIGH St., Wandsworth, S.W.18. [C1058]

MAIN Ford dealers

LARGE stock of genuine Ford parts

V ANDYKE 4433 (5 lines). [C1057]

WE have one of the biggest stocks of Enfo spares

in the country, from model A to V.8, W.D. types

and to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66 High St., East Ham 26. Grangewood 1136. [C1058]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers, service and all spares

We have one of the biggest stocks of Enfo spares

in the country, from model A to V.8, W.D. types

and to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66 High St., East Ham 26. Grangewood 1136. [C1058]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH

1951 series Frazer Nash. U.M. Mans replica. 6,000 miles since new. This car is perfect throughout and must be seen and tried to be appreciated. H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511.

1953 (July) Targa Florio Frazer Nash, total mileage 1,378, only just run in, one owner, never raced, quite as new, colour ice-blue, blue leather, £2,250. Frazer Nash, London Rd., Isleworth, Middlesex. 1911.

Frazer Nash Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041.

FRAZER NASH-B.M.W.

J. DAVY, Ltd.
FRAZER NASE-B.M.W. 326 saloon, this car was first registered 1946, reconditioned engine, retrimmed and resprayed, this is probably the finest 326 available today; £495. 190-4, Kensington High St. (Wes. 9641.) [C1069]

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." [C2015]

R ONALD KENT (COACHBUILDERS), Ltd., offer a R 1951 (June) 1959 type 326 B.M.W. foursome drop head coupe, in very exceptional condition throughout, new grey vinyl hood and recirculated in deep crimson by us; £465.—Coalwear Rd., Shepherd's Bush, W.12. She. 2231.

Frazer Nash-B.M.W. Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY
R OSE & YOUNG, Ltd., offer:-

1951 Healey Tickford saloon, fitted H.M.V. radio and heater, exceptional condition, blue. £775.

1949 Healey Sportsmobile 4-seater coupe, excellent condition, cost nearly £2,000 new blue; £625. 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

GUY SALMON AUTOMOBILES offer:-

1952 (May) Healey Tickford saloon, 19,000 miles, R.H.V. radio, ivory/red upholstery; £1,050. Portsmouth Rd., Thames Ditton. Emberbrook 5552. 2-3.

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1949 Healey 2½ Duncan 2-std., guaranteed; £395. payments Oldfield, 386, Kensington High St. W.14. Wes. 6631. [C3029]

BROOKLANDS, sole concessionaires Healey.—New 4-door saloon by Tickford and coupé by Abbott; immediate delivery. Healey Abbott coupé, small mileage.

1953 Healey Tickford saloons.

1952 Healey Tickford saloons.

BUY or sell with confidence; open 9 until 7. **103**. New Bond St., London, W.1. Mayfair 8351-6. [1029]

Healey Cars Wanted
A fine and genuine Healey wanted.—Cobb, 30, Harley House, London, N.W.1. [W1098]

PRIVately only. 1953/4 F type Healey Abbott/Tickford, one owner, max. 10,000 miles.—Box 732. [7196]

PERFORMANCE CARS urgently require Healeys. Great West Rd., Brentford, Middlesex. Ealing 8841.

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HILLMAN 10

M ETROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 Hillman Minx saloon, one owner, many extras, taxed perfect condition; £515. Hillman Minx saloon, taxed; £435.—Metropolitan Motors Horn Lane, Acton, W.3. Acoro 5064. [C3080]

AUTOMOBILIA, Ltd., offer:-

1946 (June) Hillman Minx 4-door de luxe saloon, black, red leather, exceptional condition; £345.

1946 (Dec.) Hillman Minx Journeys convertible coupe, black, brown hide, radio, heater, excellent condition; £325.—Automobilia, Ltd., Pipperton Garage, Dorking 4304, 3891. [C1069]

H. W. MOTORS, Ltd., offer:-

1952 (Nov.) Hillman Minx Phase V, low mileage; £500.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

CATTERMOLES (GARAGES), Ltd.,

CENTRAL London Rootes agents, offer:-

1950 Hillman Minx saloons, choice of three, black, all in excellent body and mechanical condition; £495. each. 29-31 Fernhill Rd., nr. King's Cross Station, N.1. Tel. 79-1001. [0269/R]

WARWICK WRIGHT, Ltd., offer:-

1953 Hillman Minx Mark VI estate car, green, 10,000 miles; £725; another in grey, similar mileage.

1953 Hillman Minx Mark VI, all models, including California hard-top, choice of colours, many fitted radio and heater, over miles from S. W. Mayfair 9761. [C4046]

1952 (October) Minx drop head, 17,000 miles, absolutely immaculate; £595.—SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4006]

HILLMAN 10

HENDON CENTRAL GARAGE, Ltd., offer:-

1951 Hillman Minx drop head coupe, taxed year, in very nice condition throughout; £535.

1951 series Hillman Minx saloon, many extras, taxed year; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:-

1950 (June) Hillman Minx saloon, black with low mileage and in very good order throughout; £485.

1949 black with red interior, recently fitted with works reconditioned engine, and very good tyres; £425.

Hillman purchased, sold and your car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]

1938 Hillman Minx coupe, new hood, radio; bar-exchanges gain £225, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5226 and 5774. [C4054]

1948 Hillman Minx Phase II saloon, excellent; £340; terms, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1953 Hillman Minx saloon, splendid condition; £500.—Smith & Hunter, 376, Kensington High St., W.8. Western 2512. [C4019]

1946 Hillman 10 drop head really sound car at £1,000 gain figure; £225!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1953 Hillman Mk. VI, black, one owner, heater, many extras; £660. Speedwell 4785. [T257]

£259—1942 Hillman 10 saloon, excellent condition throughout; terms.—Autosnips, 5, Balham Hill Rd., Balham 1509. [C1009]

1938 Minx de luxe, 36,000 miles, maintained as new, reconditioned engine; £200; original owner, 4, Bulwer's Way, Banstead. [T712]

1952 (June) Hillman Minx drop head coupe, immaculate condition, 14,000 miles, one owner, spare unused, undersealed, taxed year; £625.

1953 Hillman Phase 5 saloon, one owner, 20,000 miles, heater, loose covers, taxed year; £585.

1952 Hillman 10 saloon, 27,000 miles, excellent condition, taxed year; £550.

1952 Hillman Phase 5 saloon, black, overriders taxed; £565.—P. E. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

1953 (July) Hillman Minx saloon, one owner, small mileage, as new; £665.—Silverthorn Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4009]

1952 (Aug.) Hillman Minx Phase V, black/red, l.h.d., radio, heater, 12,000 miles, as new; £525.—Tickford, Ltd., Temple Bar 3358. [C4029]

1954 Hillman Minx estate car, grey, very low mileage, one owner; £750.—Hal. Motors, Ltd., Tot. 7771/4. [C2077]

£345—Hillman Minx 1947 d.h. coupe, excellent condition, cellulose unmarked, very good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, H.P. [C1017]

£345—1947 Hillman Minx 4-door de luxe saloon, spotless condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5007. [C1024]

1947 Hillman Minx de luxe saloon, excellent condition; £325; terms.—Tate, Hitchin, 10, Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9875. [T243]

1954 Hillman Mark VII saloon, quartz blue, red upholstery, loose covers, 8,000, one owner, available September 1st; £650.—Hogarth, 57, Dalston Rd., Carlisle. [H923]

£475!!—1951 Hillman Minx de luxe saloon, export model, but hardly used by one private caretaker, spotlessly clean—16,000, but whole vehicle looks and drives like new—reduces.

£475!!—1949 Hillman Minx de luxe saloon, specimen condition; choice two.—Below.

£475!!—1947 regd. Hillman 10 de luxe saloon, rare condition, spotless, interior leather excellent, rare condition, £1,000.

£475!!—1951 Hillman 10, one of those rare genuine small mileage vehicles, bodywork like new, interior beautiful, this is exceptional; you must see it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2032]

1947 Minx saloon, one owner, black, loose covers, all in excellent condition, £1,000; £225; exchanges and terms.—Regent's House & Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079]

HILLMAN Minx drop head coupe Nov. 1952, 6,000 miles, finished black, red trim, heater, fitted, taxed year; £630.—E. Claybourn & Co., Ltd., 57, Hallgate, Doncaster. Tel. 3414. [T7070]

1950 model Hillman Minx Mk. IV saloon, £455, in very nice condition; part exchange and new finance terms, one-third deposit, balance up to 24 months.—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 164-5. [T7213]

1954 Californian hard top, cream/red, heater, washers, Ace Rimbushers, spot, fog and reversing lights, taxed, 1,900 miles, as new.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [T7257]

1953 Hillman Minx Mark VI, black, red interior, 7,000 miles, one owner, spotless condition; £615; exchanges, deferred terms.—John S. Trust, Ltd., 173, Westbourne Grove, London W.11. Bay. 4271. [C4035]

HILLMAN 10

TANKARD & SMITH, Ltd., offer 1952 Hillman Minx saloon, Ph. 17 grey with red leather, one owner, nominal mileage, excellent condition throughout; £565; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026]

HILLMAN 14

145 ans.—Hillman 14 1939 model saloon, grey, sliding head, radio; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Hillman Cars Wanted

R
S OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ROOTES, Ltd.
DISTRIBUTORs,
EQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAILSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0109/R]

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409/R]

PRIVately owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [T2057]

ALL Hillman models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.1. Speedwell 4707. [T2056]

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [T2051]

HILLMAN Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tel. 2301-2. [T2051]

REQUIRED, really good Hillman Mini or Standard Vanguard estate car.—Edwards, Amerybury Lane, Harpenden, Herts. Harpenden 118. [W2000]

XXX H. F. EDWARDS offer immediate cash for good Hillman cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

PRIDE & CLARKE, Ltd., the car buyers.—Hillmans purchased for immediate cash, buyer will call.

Tel. Brixton 1791. 152, Stockwell Rd., London, S.W.9. [T2052/R]

NOTTINGHAMSHIRE distributors Humber. Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupés.—Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46591. [T0552/R]

Hillman Spares and Services

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [T0537]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reborning and complete overhauls; spare parts stocked 73-81, New King's Rd., Fulham, S.W.6. Renown 1183. [T0676/R]

HOTCHKISS

BARTLETT—Hotchkiss 1949, 100mph. Paris-Nice full 4-seater saloon, finished in black with red full fabric hide upholstery, 6-cylinder CHV engine, 4 speed, close ratio, Cotal gear box, independent suspension, sup. road holding, 18/20 mpg, the whole car almost unmarked, complete with head, H.M.V. radio, large luggage boot, cost new approximately £2,400. Tel. 2693. Bay. 0523. [C1013]

H.R.G. H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tiverton, Somerset, S.W.1. Elmbridge 4423. [T0370]

1951 H.R.G. 1500, good mileage only 18,000, one extra, superb cond. throughout; £450.—Thompson & Beresford Drive, Southport. Tel. 88195. [T0699]

H.R.G. Cars Wanted

A fine and genuine H.R.G. wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086]

REQUIRED, really good H.R.G.—Edwards, Amerybury Lane, Harpenden, Herts. Harpenden 118. [T2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Services

CARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5926-7-8. [T0594/R]

HUDSON

£222!! Magnificent Hudson 22 with specimen and beautiful looks worth double, 3 months' guarantee.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars" [C4015]

Hudson Spares and Services

MANCHESTER—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C1081/R]

HUDSON MOTORS Ltd., Great West Rd., London W.4. Chiswick 3621. first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C0065-R]

HUMBER

CAR MART, Ltd.

1952 Humber 27hp Super Snipe saloon: £775.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

R. F. FUGGLE, Ltd.

1953 Humber Hawk, 1,100 miles, completely as new: £885.—R. F. Fuggle, Ltd., Bushy Heath, Herts. Tel. 1685. [C2017]

JACK ROSE, Ltd., offer:—

1952 Humber Super Snipe in black and beige, white-wall tyres, positively unmarked and almost as brand new appearance; a genuine car: £695.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Super Snipe, heater, radio, taxied: £455.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3080]

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III 7-passenger limousine, black, heater: £1,595.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6-7. [C2020]

R. C. WIMBUSH, Ltd., offer:—

1953 (July) Humber Hawk, grey with red leather, H.M.V. radio with rear speaker. Rootes heater, 11,000 miles, one owner, immaculate condition: £795.—312, Earl Court Rd., S.W.5. Fremantle 8405-4. [C4056]

H. BEART & Co., Ltd., offer:—

1949 (Sept.) Humber Hawk saloon, fitted radio, heater, recently fitted reconditioned engine: £495.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1051]

HAROLD SIMONS, Ltd., offer:—

1953 Series Hawk, 12,000, heater, leather, etc., beautiful condition: £750; 3 months' written guarantee; free service after sale; deferred exchanges traded.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes' trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065]

WARWICK WRIGHT, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, black, 15,000 miles: £795.—WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

CHARLES FOLLETT, Ltd., offer:—

1952 (Sept.) Humber Hawk, black, under 12,000 miles, one owner, radio, heater, loose covers, very clean and well maintained car, worth inspecting: £795. [C4046]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores—Barnsdale Yard, off Eglan Avenue, W.3. Cunningham 5936. [C2010]

BRADSTOCK MOTORS, Ltd., offer:—

£545—Mark III Humber Super Snipe, black, heater, loose covers, taxed, perfect condition: Chancery Rd., Epsom. Tel. 5696-7. [C1090]

WANSTEAD MOTORS, Ltd., offer:—

1951 model Humber Hawk, bronze, fitted heater, good condition: £575. [C4042]

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042]

GUY SALMON AUTOMOBILES offer:—

1950 Humber Super Snipe saloon, Radiomobile, one owner, just fitted reconditioned engine, most exceptionally well maintained vehicle: £550. Portsmouth Rd., Thames Ditton. Emberbrook 551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1948 Humber Hawk, excellent condition: £445.

MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 1008.

WORTH 7805 (5 lines).

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 15hp saloon, black, brown interior, fitted with four new Goovertyre tyres, excellent condition: £295.—D. J. Shepherd & Co. (Enfield), Ltd., 496, Hertford Rd., Enfield. Howard 1631. [C4009]

HUMBER Snipe touring limousine (1951), black, brown leather: £575. STRATFORD, 40, Berkeley St., W.1. Mayfair 4400. [C4022]

1954 Humber Hawk, colour grey, low mileage: £975.—PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038]

1936 Humber coupe: £75.—Jack Pomer (Autos), 595, Hendon Way, N.W.4. Hendon 1423/4. [C3063]

HUMBER

CAMDEN MOTORS specialists in limousines, offer the following Humber models guaranteed cars:

1952 pensive H.M.V. radio, with armrest remote control and additional speaker in front compartment, twin heaters, windscreen washers, late property wealthy Scottish family, a genuine low-mileage specimen which had never been driven, leather interior, dealer purchased by us: £1,495.

1952 Humber Pullman limousine another one-owner car, chauffeur-driven since new, H.M.V. Radiomobile and heater extremely good condition: £1,295.

1952 Humber Pullman limousine, late registration car, somewhat higher mileage than above, but in very nice condition; exceptional value at £1,295.

1952 Humber Imperial 7-seater, a most immaculate low-mileage one-owner car, chauffeur-maintained, complete with leather upholstery, unblemished, many extras, H.M.V. press-button radio, heater, tailored loose seat covers, screen washers, pass lights, wing mirrors. Lucas Herald horns: £1,295.

1951 Humber Imperial 7-seater, similar Mark III model, good condition, leather interior, dealer purchased by us: £1,095.

1951 Humber Pullman limousine, fully overhauled and fitted new Dunlop tyres less than 2,000 miles back, excellent mechanical order: £1,195.

1950 with similar body styling to above, privately owned and of genuine moderate mileage, heater and radio: £950.

1947 Humber Pullman limousine, upholstered in dark brown hide, leather interior, heater, radio, signals, two owners only, overhauled and refitted: £525.

CAMDEN MOTORS, The Limousine Specialists, Leigh-ton Buzzard 2041; write for catalogue: open till 8 p.m. [C1035]

1951 Humber Super Snipe, one owner, chauffeur maintained metallic grey with grey leather upholstery as new: £795. [C4052]

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076]

1951 (Oct.) Humber Pullman limousine, black, heater, seat covers, 36,000 miles, £1,195. [C1036] Hounslow 2151. [C1036]

1952 Humber Super Snipe, one owner, chauffeur maintained metallic grey with grey leather upholstery as new: £795. [C4052]

1952 (July) Humber Hawk, genuine 6,000 miles, one owner, covers, Ace Rimbellishers, screen washers, new: £795. [C4052]

RICOPO, Ltd. (Humber Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C1052]

1950 Humber Super Snipe Tickford coupe, grey, H.M.V. radio, normal mileage: £595. [C4029]

FORD, Ltd., Temple Bar 3356. [C4029]

1952 Humber Pullman 7-passenger limousine, special body by H. J. Mulliner: see under Limousines. [Fin.] 17196

£165—1939 Humber Snipe 4-door saloon, black, good condition throughout. [Kings Motors, 1, High St., Hounslow. Tel. 5552. [C2049]

1950 Humber Super Snipe Tickford coupe, grey, H.M.V. radio, normal mileage: £595. [C4029]

1952 (May) Humber Hawk, genuine 6,000 miles, one owner, covers, Ace Rimbellishers, screen washers, new: £795. [C4052]

1953 (May) Humber Hawk, genuine 6,000 miles, one owner, covers, Ace Rimbellishers, screen washers, new: £795. [C4052]

1953 (Sept.) Humber Super Snipe Mark IV saloon, blue, radio, heater, 6,500 miles: £1,025 o.n.o. [C1046]

1953 (Sept.) Humber Super Snipe Mk. IV saloon, blue, radio, heater, 6,500 miles: £1,025 o.n.o. [C1046]

1953 (Sept.) Humber Super Snipe Mk. IV saloon, blue, radio, heater, 6,500 miles: £1,025 o.n.o. [C1046]

1951 Humber Super Snipe, finished in satin bronze with dark fawn upholstery, fitted with heater, 2,800 miles, taxed, one owner: £550. [C1022]

1951 Humber Super Snipe, finished in satin bronze with dark fawn upholstery, fitted with heater, 2,800 miles, taxed, one owner: £550. [C1022]

1951 (Aug.) Humber Super Snipe Mark III, one owner, metallic grey, leather, heater: £550. Buckhurst Hill Garage, 1, High Rd., Buckhurst Hill, Essex. Buckhurst 7272. [C1023]

CASSY'S MOTOR MART.—1950 (July) Humber Hawk saloon, radio, heater, 51,000 miles, one car owner: £565; written guarantee: £5. Warren St., W.1. Euston 4110. [C1040]

1950 (Aug.) Humber Super Snipe Mark III, one owner, metallic grey, leather, heater: £550. Buckhurst Hill Garage, 1, High Rd., Buckhurst Hill, Essex. Buckhurst 7272. [C1023]

1951 (Aug.) Humber Hawk, satin bronze red upholstery, new, nominal mileage: £575; exchanges and terms—Regent Hire & Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C1024]

1600 miles only—Humber Hawk saloon, April 1954, desert sand, red leather, virtually a new car; sacrifice £900 for quick sale; owner going abroad—Ebdons Automobiles, Ltd., Humber Distributors, Cheltenham. Tel. 5559. [C1025]

1950 Humber Hawk saloon, in exceptional condition, heater: £525; part exchange and new finance terms, one-third deposit, balance up to 24 months—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 164-5. [C1026]

1952 Humber Hawk 14hp sunroof saloon, 1948, heater, for spot lamb when required, whitewall, radiator blind, exceptional condition: £410 or near. A.A. inspection invited. H.P. possible; exchanges considered. Tarrant, 20, Winchester Mews, N.W.3. Primrose 2647. [C1027]

OFFERS invited for Humber Pullman, black, first registered July 1949; chauffeur driven and well maintained, immaculate condition. Offers include heater in both front and rear compartments and loose covers throughout; low mileage—Repiles to Box 7340. [C1028]

HUMBER

HUMBER Super Snipe Mk. II.—This car has recently been fitted with a Perkins 4-cyl. diesel engine and is perfect throughout; special gear ratios give a maximum speed of 75mph, with a consumption of 30mpg. Acceleration equal to original petrol engine: £900 o.n.o. Greenall, Warrington 2290. [C1073]

A & S LIMOUSINES.—Display selection low mileage cars are privately chauffeured 7-seaters, guaranteed certified, £1,025. [C1029]

LIMOUSINES.—1948 Pullman, partition, forward occasions, certified mechanically, black: £695. Selection from £645. [C1025]

LIMOUSINES.—1951 partitioned Pullman, forward occasions, leather also cloth interior, lavishly equipped, magnificent throughout, reasonable mileage, selection from £1,085. [C1026]

8,000 miles Mark III/1951 partitioned special throughout. Limousine, widest occasions, leather throughout. [C1027]

LIMOUSINE.—1952 Pullman, partition, forward occasions, black, nominal mileage, privately owned, meticulously maintained, reasonable cost—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

Humber Cars Wanted

R

ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

ROCHESTER.—(Chatham 2231)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 5553)

MANCHESTER.—129, Deansgate (Blackfriars 8677.)

CANTERBURY.—(Canterbury 3522.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1010 R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Humber—Kempstead "Tube", N.W.3. Ham 6041. [C1018 R]

PRIVately owned Hawk, 5 Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2037]

EMA, Ltd., Grove Rd., Southsea. Portsmouth 10410 R

7-PASSENGER privately owned 1958-1946-7-48 Limousines urgently required. Below

CAROLS AUTOS, Ltd., 136-158, Streatham Hill, London S.W.2. Tulse Hill 1909. [C1002A]

HUMBER Pullman 7-seater, similar to Mark III series, black, immaculate throughout. £525. Kirkdale Cars, Cobbs Corner, Sydenham S.E.9. Sydenham 6129. [C2068]

1951 Humber Super Snipe, black, extras, one owner: £615. [C2029]

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1951</

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

BOON & PORTER, Ltd.

1954 Mark VII saloon, fastet blue, overdrive, 4,000 miles, run in 2,000 miles, used loose covers, unique opportunity.—Castelnau, S.W.13. (By Hammersmith Bridge), Riverside 4444. [C1022]

B. J. HUNTER, Ltd., offer:-

1950 Jaguar 3½-litre Mark V saloon, radio, heater, good tyres. £625. [C1023]

B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

ROSE & YOUNG, Ltd., offer:-

1954 Jaguar Mark VII saloon, 1,500 miles only, fitted radio and loose covers, black with red leather. £1,475. [C1024]

1954 Jaguar XK120 drop head coupe, 7,000 miles, engine fitted with full racing modifications, as new, black. £1,335. [C1025]

1952 XK120, exceptional condition, one owner since new, blue. £845. '65-69. Sternhold & Sons, Streatham Hill, S.W.17. (1 minute Streatham Hill Station.) Toise Hill 6464. [C3057]

HAROLD SIMONS, Ltd., offer:-

1951 Jaguar Mark V, first-class condition throughout, one owner; £695; 3 months' written guarantee; free service after sale; deferred exchanges; trade enquiries welcome. [C1026]

HARDIMAN, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes' trolleybus East Finchley Tube) Finchley 0552-3-4. [C4065]

H. BEATTY & Co., Ltd., offer:-

1950 Jaguar Mark V saloon, black with tan upholstery, fitted Michelin X tyres and Life-guard tubes, in nice condition throughout; £645. [C1027]

JAGUAR Mark V, grey with grey upholstery, radio and heater, 24,000 miles, first registered October 1950; £595. [C1028]

1953 (October) Mark VII Jaguar saloon, black, with tan upholstery, radio, heater, low mileage, excellent condition throughout; £1,245. '65-69. London Rd., Kingston-on-Thames. Kingston 3348. [C1081]

H. A. SAUNDERS, Ltd., offer:-

1950 Jaguar Mark V 3½-litre saloon, black, brown upholstery, heater. £695. [C1029]

836 842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

PHILIP RICKARDS, Ltd., offer:-

1954 Jaguar Mk. VII saloon, 1,000 miles, part exchange; deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C3051]

CHARLES FOLLETT, Ltd., offer:-

1953 Jaguar XK120 drop head coupe in special racing metallic grey, red hide, extras, mileage under 3,000; £1,475. [C1030]

1952 Jaguar Mk. VII saloon, black, one owner, very exceptional condition, serviced and guaranteed. £975. [C1031]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnards Yard, off Elgin St., W.9. Cunningham 5936. [C2010]

DUNCAN HAMILTON & Co. offer:-

1954 model Jaguar XK120 2-seater, 21,000 miles, exceptional. £695. [C1032]

1952 Jaguar Mark VII saloon, 20,000 miles, colour silver-grey. £1,095. [C1033]

1953 Jaguar Mark VII saloon, 7,000 miles, battle ship grey, immaculate. £1,295. '65-69. High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091]

CHIPSTEAD MOTORS, Ltd., offer:-

XK120 late 1951, fitted with works replacement covers, new hood, heater, washers, etc., really terrific performance. £695. [C1042]

HARD-TOP 100 3½ prototype XK120, reported only one in existence and built for 1940 show, reconditioned engine and clutch, indistinguishable from new, rare, history etc., over 10,000 miles. [C1043]

100 XK120 seat box, terrific performance, bargain for deserving buyer. [C1044]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaman 0052/7253/7154. [C1046]

BRADSTOCK MOTORS, Ltd., offer:-

1953 (July) XK120 fixed head coupe, wire wheels, C type modifications, P.R.G. taxed, very low mileage, one owner, a superb example.—Chase Rd., Epsom. Tel. 5696/7. [C1090]

GUY SALMON AUTOMOBILES offer:-

1953-4 Jaguar XK120 fixed head coupe, black, red leather, 5,000 miles, spare unrun, faultless condition. £1,350. [C1091]

1951 Jaguar Mark V 3½-litre saloon, black/tan leather, Dunlop white wall tyres. 32,000 miles, chauffeur kept, one owner from new; £845. '65-69. St. Thomas Ditton, Emberbrook 5551-2-3. [C4001]

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1952 Jaguar VII saloon, grey with red leather, 21,000 miles, one owner; £1,150. [C1092]

1947 Jaguar 1½-litre saloon, beige with red leather; £450. [C1093]

1948 £435. COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 2297. [C1057]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 461-2-5. offer:-

1951 Jaguar XK120 2-seater open sports, finished silver grey, condition 8 to 10, modifications, many extras, immaculate condition throughout; £825. [C1001]

1954 Jaguar XK120 convertible, white-sided tyres. 150 miles only, owner going abroad; £1,575. [C1002]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1949 Mark V 3½-litre saloon, moderate mileage; £595. Mansfield Autos, Ltd., Euston 2567. [C3001]

JAGUAR

LAMB'S OF WOOD GREEN, the Jaguar Specialists.

£888!!! 1951 Jaguar Mark V with special four-some drop head coupe bodywork, spotless small-mileage condition.—Below.

£825!!! specimen condition, must be seen to be appreciated.—Below.

£635!!! 1951 Jaguar Mark V de luxe saloon, carefully used, only 2 owners, have nursed this vehicle; choice 2 others.—Below.

£475!!! 1948 Jaguar 1½-litre saloon, specimen bodywork, interior excellent, mechanically outstanding.—Below.

£395!!! 1946 Jaguar 1½-litre saloon, excellent condition, 2 owners only, carefully used.—Below.

£295!!! 1948 Jaguar 2½-litre saloon, 1939 but looks and drives like 1948 model; choice 2.—Below.

£195!!! 1936-7 Jaguar 2½-litre saloon, excellent throughout, only wants seeing; choice 2; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-223, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1950 Jaguar Mark V sports saloon, green, one owner, low mileage; £650.—Below.

1937 Jaguar 2½-litre saloon, original, taxed; £235; terms and exchanges—Rays Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube Station.) Euston 2700 and 6844. [C2053]

1948 1½-litre sal., green/grey leather, heater, loose covers. 33,000 miles. £595. [C2050]

1951 Mk. VII black export model perfect throughout, 19,000 miles, heater, radio; £950. [C1094]

1951 (November) XK120, 24,000 miles, excellent condition; £725. Rhodes, Biddulph, Staffordshire. Tel. 2265. [C1047]

1951 XK120, one owner, unmodified, excellent example; £795. Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5242. [C3045]

1951 (November) XK120, silver and red; £825. [C1048]

1951 Lee Green 1072. [C1049]

(Sept., 1952) Mark VII Jaguar saloon, finished dual tone, radio, etc., 30,000 miles; £1,100. [C1051]

1951 Mark V Jaguar drop head coupe; £725. [C1052]

1950 Mk. V saloon, black brown upholstery, heater, radio. 25,000 miles; £675. [C1050]

£285!!! 1949 1½-litre Jaguar saloon, excellent condition throughout; terms—Autoships, 5, Balham High Rd., Balham 1509. [C1009]

1947 Jaguar 1½-litre, £460; also 1959 Jaguar 1½-litre saloon, £450.—Autowork, Ltd., Southgate, St. Winchester. Tel. 4965. [C1010]

BARTLETT—Jaguar XK120 fixed head coupe, 1951, almost unmarked.—27a, Fembury Villas, W.11. Bay 0523. [C1013]

1951 Jaguar Mk. V saloon, black, excellent condition throughout; £725. Hale Motors, Ltd., Tot. 777-1. [C2077]

BEARTS OF KINGSTON, Jaguar specialists, sales, repairs, etc.—102, London Rd., Kingston. Tel. 5348. [C1081 R]

1951 Jaguar Mark V 3½-litre saloon, sun roof, sun/metallic with blue interior, immaculate, fully equipped, one careful original owner; £625. [C1014]

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [T601]

1948 (Dec.) Jaguar 2½-litre, saloon, one owner, exceptionally good condition; £450. Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

£800!!! 1951 XK 120, unmodified, never raced, super motor, 18mph, 120mph, property of enthusiast. £650. [C1016]

1954 Jaguar Mk. VII saloon, birch grey and red, red trim still operating; £1,550. Scott Bros., Colchester. Tel. 5189/6. [C1037]

1954 (June) Jaguar Mark VII saloon, 4,000 miles, in superb condition throughout; £1,475. Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006]

£225!!! 1949 Jaguar 1½-litre 14hp sports saloon, identical to post-war series, narrow chromed waistline, late type instruments, smart metallic finish, good performance, guaranteed in writing. [C1017]

£425!!! 1947 Jaguar 1½-litre sports saloon, special equipment, well built with built-in heater, etc., very well maintained car, moderate mileage, good coachwork and in outstanding mechanical order, recommended. [C1018]

£1025!!! 1951 Jaguar Mark VII saloon, May de-livery, beige/red leather, one previous owner, extremely valuable. [C1019]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1055]

1953 Jaguar Mark VII, blue, first registered Jan. 30, 1953, mileage 20,000, one owner, immaculate condition throughout; £1,100. W. P. Maidens, Sleaford, Lincs. Tel. 135. [C1017]

1954 (August) Jaguar Mark VII saloon, dark grey, 600 miles, only overdrive, white sidewalls, cost £1,707, taxed; first £1,600 secures part exchange, hire purchase. Tel. Wolverhampton 51580. [C2024]

£259!!! 1959 Jaguar 1½-litre 4-door sports saloon, immaculate condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

1954 (August) Jaguar Mark VII saloon, dark grey, 600 miles, only overdrive, white sidewalls, cost £1,707, taxed; first £1,600 secures part exchange, hire purchase. Tel. Wolverhampton 51580. [C2024]

300 miles only!—1954 Jaguar Mark VII saloon, as brand new; £1,525. Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

1952 Jaguar Mark VII saloon, black, brown hide, radio, heater; £1,065. Montreux Motors, Epping New Rd., Buckhurst Hill. Tel. Buckhurst Hill 1771. [C2222]

JAGUAR

1954 Mark VII, Jaguar, fitted overdrive, birch grey/red, 5,000 miles only; £1,550. Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [C1025]

£295!!! 1939 3½-litre Jaguar d.h. coupe, excellent condition throughout, new tyres, discs, hood, fitted tartan seat covers, radio, heater, wing mirrors.—Willis, Brianfield, Clifton Rd., Ilkley, Yorkshire. [C1026]

XK 120 1951, with very nice hard top conversion, otherwise completely standard, 14,000 miles believed correct; price £800. J. Sworder, Chestnut Farm, Hanmere, Bucks. Tel. Holmer Green 5277. [C1027]

1950 Jaguar Mk. V, grey with grey leather, 10,000 miles since new engine by makers, radio, two owners, first-class order; £635. G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C1028]

1948 Jaguar 3½-litre drop head coupe, new mohair hood, heater, H.M.V., radio, new tyres, P100 headlights, 3 spot lights, wing mirrors, black-brown leather, exceptional condition, £465. Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 6479. [C2073]

JAGUAR Mark VII saloon, 1953, midnight blue and grey, red hide upholstered, H.M.V., radio, heater, 16,500 miles, only modifications include twin high lift camshafts and large bore exhaust system, an outstanding one-owner car. £1,395. [C1029]

NEWBURY MOTORS, Ltd., Manor Lane, Newbury, Warks. Tel. Halesowen 1641-2. [C1030]

1951 (July) Jaguar Mark V drop head coupe, black, new leather, 1950 miles, £725.—Below. Tel. 4448. [C1031]

1948 Jaguar 3½-litre drop head coupe, new mohair hood, heater, radio, 24,000 miles, £595. [C1032]

1951 (July) Jaguar 3½-litre drop head four-seater, £725.—Below. Tel. Tulse Hill 7106. [C1033]

1951 (July) Jaguar 3½-litre drop four-seater, beige with brown leather radio, heater, one owner, very nominal mileage, a magnificent specimen of this very rare model; £845; terms and exchange—Reed Timms (Motors), Ltd., 26, 80 High Rd., Luton 6109. [C1034]

FOR sale—S.S. Jaguar 100 2½-litre, 1957, recently sprayed B.R.G., seats reupholstered, engine just rebearing, complete with hood and tonneau, Lucas for flame thrower, sounds and goes like a bomb, recent property of well-known motor trade engineers; £840; for our sale or exchange for an even faster car; on view North London. Tel. Chiswick 0771. (Bar-net 0287 evenings).

Jaguar Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4002 R]

COOMBS & SONS (GUILDFORD), Ltd., urgently want good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C1034 R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. 2263. [C1035]

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002 R]

AHM most urgent want new Jaguar model at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

MARSTON MOTOR CO., Ltd., for your Jaguar car.—St. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1036 R]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]

1 litre Jaguars urgently required.—London Cars, 122-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643-2643. [W2067]

1953 Jaguar wanted, small mileage; cash or part exchange. May 1954 Oxford with extras £500 miles. —Box 7235 or Tel. Longridge 2151. [C1035 R]

XXX H. F. EDWARDS offer immediate cash for used Jaguar cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Jaguar Spares and Service

H ENLYS, Ltd., England's Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477, 3478)

GSP SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs

[C1056/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. 2263. [C1035]

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321 Romford Rd., Forest Gate, E.7. Maryland 10435. [C1045/R]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [C1036/R]

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1545-5. [C1043/R]

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1037/R]

LANCASHIRE specialised sales, repair and spare parts service; large stock available.—Parkers Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 2507. [C1039/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R]
JEEPS—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, £125. 24-hour service. [C1035]

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [0241/R]

£120 buys a special bargain.—See Metamec, famous N.W.3. Hampstead 8231. [0527/R]

RE-BUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C1066]

JEPS!!—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares. Autoworkers, Ltd., Station Hill, Winchester. Tel. Winchester 4834. [C1010]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export. 1954 illustrated assembly guide and parts catalogue, price 1/- postage free. Lowest prices, exchange plans etc. gear box, clutch, etc. notes for all American spares. 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919-6850.

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [F4018/R]

PRIDE & CLARKE, Ltd., the car buyers—Spares purchased for immediate cash, buyer will call—Tel. Brixton 1791, 156, Stockwell Rd., London, S.W.9. [W3068/R]

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plans all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785. 4732, 4738. [S3066]

JENSEN

BROOKLANDS: Individuality new and used cars.

1951 Jensen 4-litre 4-door saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

JOWETT

WELBECK MOTORS, Ltd., for Jowetts:—

At the moment we have one of the best selections we have had for a very long time:—

1953 Javelin de luxe, gold with red hide, full Series III, 13,000 miles, as new, full same maker's guarantee. £275; another identical car in grey with red hide, same price.

1953 standard saloon, full Series III, gold with red leather, 2-speaker radio, heater, 14,000 miles only; £650.

1952 standard saloon, black, loose covers, engine just modified; whole car as new; £585.

1951 de luxe saloon, turquoise blue; £590.

1949 Javelin, maroon, recently completely reconditioned; £450.

1953 type Mark IA, very low mileage, latest type, H.M.V. specially adapted and fitted. This Mark IA has the fresh air heater, and many other extras; green with red leather; £775; these Mark IAs, of the very latest type, are extremely rare and hard to come by; this is one of the finest Jupiters we have ever offered.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). For the largest Jowett agents in the country. [4049]

C OF P.

1952 Javelin de luxe, recent engine overhaul; £595.

1952 Javelin Jupiter, finished in turquoise blue, new hood, immaculate condition; £565.

CLARKES OF PIRBRIGHT, Near Woking, Surrey. Brookwood 2201. [C1049]

DICKS.

1953 Jowett Jupiter coupe, attractive car in red, positively unmarked; £595.

DICKS CAR SALES, Ltd., 385/401 High Rd., Kilburn. Maida Vale 6888-9. [C1072]

JACK ROSE, Ltd., offer:—

1952 (March) Jupiter 2-seater sports in green and beige, exceptionally clean; open to any examination; £535—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

TOM GARNER, Ltd., offer:—

1953 Jowett Javelin (reg. 1954) saloon, green, 4,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020]

OVERSEAS CARS, Ltd., offer:—

1953 Jowett Jupiter convertible, ivory/red, only 2,400 miles; £795; for other Overseas car bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051]

HA SAUNDERS, Ltd., Golders Green, offer:—

1952 (Jan.) Jowett Jupiter convertible, red/red leather, one owner, perfectly maintained, highly recommended; £565. [C4004]

1952 Jowett Jupiter convertible, 15,000 miles only, superb condition throughout; £565. Bexhill Motor Co., Ltd., Bexhill 2000. [6434]

1951 (November) Javelin de luxe, black, superb throughout; £515. Richards & Carr, 35 Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

Javelin, black, new condition, 27,000 miles.

'52 heater, etc.; £525 or exchange for ohv Minor as new. 17, Park Rd., Surbiton. Elm 9492. [7111]

The Autocar

JOWETT

£475!!!—1950 Javelin saloon (late 1949 delivery), latest type series III engine, only done 6,000 miles, superb order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1025]

1953 Jowett Javelin saloon, Series III, engine, excellent, tax year, any trial; £595; exchanges, h.p. 11 Perrymead, Prestwich, Manchester. Prestwich 2057. [7255]

1953 Javelin de luxe, radio, heater, windscrews washer, one owner, bronze with red interior only 16,000 miles, guaranteed; £695. Campion Symonds, Wembley 6262. [C1037]

1951 (July) Jowett Javelin de luxe, H.M.V. radio, heater, 15,000 miles, tax year, one owner, perfect condition, chauffeur maintained; £650. Tel. Buckhurst 1937. No dealers. [7127]

1951 Javelin de luxe, black, brown leather, radio, heater, twin horns, spot light, Underside week-end driver, car immaculate; £475—265, Camrose Ave., Edgware, Middlesex. Edgware 1774. [6347]

1949 Jowett Javelin, heater, all Mark III modifications, exceptional car, well maintained by one owner, 32,000 miles; £455. Tom Alley Autocar, 68, Hill Rd., Wimbledon 5348. [7222]

£444!!! Jowett Javelin de luxe in beautiful condition throughout, late owner enthusiast, maintaining this vehicle beautifully, no one would believe it's over 4 years old; 3 months' guarantee; hire purchase exchange.

LABY OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley 6221 (East Finchley Underground.) [C2025]

1953 (April) Javelin, gold with red leather, heater, etc. Series 3 engine, coachwork unmarked, 17,000 miles; £650; 6 months' written Free Service guarantee. Laby of Wood Green, Ltd., 1076/1086, London Rd., Thornton Heath, Surrey. Tel. 1186. [6500]

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jowetts.—Hampstead (Tube), N.W.3. Ham. 6041. [F4018/R]

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049]

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4003/R]

JAVELIN and Jupiter wanted—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [S35]

ALL Jowett models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON) Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7057]

ALMOST new Jowett required at once.—54, Street Hill, S.W.2. Tunis Hill 2676. [W5015]

EQUIRED, really good V.12 or post-war Lagonda. —Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 35.

LAGONDA

C.N.K. MOTORS offer:—

1934 Lagonda M.45 4½-litre V.D.P. tourer, green-screens, excellent tyres, new hood, tonneau cover, etc. F100s, bills available for £230, overhaul including reconditioned engine; good value at £195.

353 Finchley Rd., N.W.3. Hampstead 5712. [C1025]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) short chassis sports saloon, 5,000 miles only since £700 overhaul including engine, chassis unit and cellulose excellent condition.

PLEASE apply for our list of reconditioned used models; any car can be put in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080]

LAGONDA Rapier, 1954, 9.6hp, preselector, green and black, well shod, good condition; £220 o.n.o.—Dryden, 44, Durnsford Rd., London, N.11. [7148]

BROOKLANDS: Lagonda distributors latest 1954 models, 2-door saloon and power-operated coupé, coachwork by Tickford, on show and for demonstration.

1954 Lagonda 3-litre sports saloon by Tickford. 4,500 miles.

1953 Lagonda 3-litre foursome drop head coupe by Tickford, Vantage engine, 2,000 miles only.

1950 Lagonda 2.6 drop head foursome coupe. BUY or sell with confidence.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1950 Lagonda 2.6-litre saloon, 2 colours, low mileage, all extras, super condition; £1,000.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Tel. Molesley 6199. [C5057]

1938 Lagonda V12 black sports saloon, two owners, smaller engine, 51,500 miles; £725; or exchange smaller saloon, also Meadow Lane 5-litre engine unusual. £60-27, Ashley Park Rd., Walton-on-Thames. Tel. Walton 3140. [6079]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PERFORMANCE CARS urgently require Lagondas—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]

REQUIRED, really good V.12 or post-war Lagonda. —Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 35.

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14 saloon, 11,000 miles, quite as new; £965.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (1955) black, red leather; £950.

STRATSTONE 14, Berkeley St., W.1. (Mayfair 4404.) [C4022]

£245—Lanchester 18, 1959, exceptional original condition throughout, interior almost unbroken, two owners, many awards.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1936 Lanchester 10, original showroom condition, genuine mileage, overhauled, tools, instruction book, extra; £160.—Townsend, Longcroft, Oxtot, Notts. Oxton 275. [7159]

1954—Lanchester 11, 1958 saloon, sliding head, leather, preselector, wood paneling, etc. terms, exchange, list open 9-7 week-days and Saturday.

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H. F. EDWARDS offer immediate cash for good Lanchester cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

At the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model. You'll get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7.

Lanchester Spares and Service

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0639]

ALL ENNS, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199.

ACROT ENGINEERING, Ltd.—Complete overhauls for engine, gearbox, etc., Lanchester cars, pre-selectors, gear box exchanges, and 48-hour repair; 169 Fulham Rd., Chelsea, S.W.3. Kensington 7301. [C4027/R]

LANCIA

VINTAGE AUTOS offer:—

1939 Lancia Astura, 1939 registered 1947, sports saloon by Farina, excellent condition; £485.

VINTAGE AUTOS, 66, London Rd., Tooting. Mitcham 5951. [C4079]

GUY SALMON AUTOMOBILES offer:—

1953 Lancia Aurelia 4-door pillarless saloon, under 3,000 miles; £2,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

AUGUSTA 1934 pillarless saloon; £125; terms and exchanges.—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. [C4069]

1938 Lancia Aprilia saloon in original and unmarked condition, fully reconditioned at Lancias six months ago at a cost never exceeded; condition excellent—£395.—Alpe & Saunders Ltd., 185, G. Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

[C2076] **1947** Aprilia saloon, one owner since new; excellent condition, always factory maintained; original optic headlights, fog and fast driving lights; Ecco radio with three speakers; seen London; no dealers. Box 7206. [6947]

DILAMBDA I.P.S. Mulliner saloon, rebuilt 1954 including respray, maroon, new tyres, linings, negligible oil consumption. 17 mpg with oil coil, specimen; £155.—Innes, etc.—MacDougal, 16969, Stamford. Dumpton. [6969]

1938 Lancia Aprilia, very clean, in a pleasing shade of green with beige leather upholstery, recent back-end and engine overhaul (tills to show), fitted all new Michelin; extras include loose covers, Windtunes and telecontrols, a well-kept example of this very popular car; £345.—Portland Sports Autos, Meadowside Garage, Sheffield 45212. Open Sundays (for inspection). [7239]

Lancia Cars Wanted

APRILIA, Astura or Augusta required.—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. [W4069]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancias.—Hampstead (Tube), N.W.1. Ham. 6041. [FW4018/R]

K. D. M. & CHERRINGTON LTD., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [FW2054/R]

Lancia Spares and Service

LANCIA (ENGLAND) LTD.—English branch and sole representatives of the famous Italian company, all parts and repairs, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perville 5656.) [G320/R]

LEA-FRANCIS

B. J. HUNTER, LTD., offer:—
1952 Lea-Francis 14hp saloon; fine car offered at attractive price of £695. [C2040]

B. J. HUNTER, LTD., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

CHARLES FOLLETT, LTD., sole distributor: Lea-Francis London & Home Counties, offer:—
1951 Lea-Francis 14hp estate car, one owner, 24,000 miles, heater, heater, a most practical vehicle with saloon car comfort; £765. [C2066]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SERVICE: Works & Stores—Barnsdale Yard, off Ealing Ave., W.9. Cunningham 5936. [C2010]

395 gns.—Lea-Francis 1948 14hp sports saloon, sliding head, leather, heater, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C4018]

1951 Lea-Francis 14hp shooting brake, factory wooden body; £575, part exchange and new finance terms, one-third deposit, balance up to 24 months.—Bucks Motor Co., Ltd., Great Western 6266. Aylesbury. Tel. 1645. [7211]

Lea-Francis Cars Wanted

R. J. HUNTER, LTD., offer:—
FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, LTD., 22, Cricklewood Broadway, N.W.2. Odstone 6305. [W2040]

EQUIRED, really good Lea-Francis—Edwards, Amenny Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [FW4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS LTD., offer:—
SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6024-5. [G392/R]

CHARLES FOLLETT, LTD.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.—
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. OFFICIAL Lea-Francis London Service Station, Works & Stores—Barnsdale Yard, off Ealing Avenue, W.9. Tel. Cunningham 5936-7. [C595/R]

REPAIRS, reasonable prices! Reconditioned guaranteed, guaranteed engine, shock absorbers, transmissions, front gears, trade discount; can be bought, sold Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C340]

LIMOUSINES

CAMDEN MOTORS, the limousine specialists—See under Huber, Austin, etc., classified. [C1055]

1933 Ley. £350; 1939 57HP Buick, £295, exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

1953 (April) Austin hire limousine, black, with brown leather, privately owned, mileage only 1,126, many extras, positively as new; £925.—Tel. London, Western 5515. [7103]

HUMBER Pullman 7-passenger limousine, special body by H. J. Mulliner, in appearance like 1954 model, maintained since new by large industrial firm for personal use of directors and in magnificent condition throughout, unique interior with interior in bright Milton cloth with disappearance mechanism, electrically operated division built-in radio, very good tyres, etc.—£765, terms, exchanges.—Finchley 7306. [7198]

LIMOUSINES

A & S Offer desirable condition 7-passenger privately owned Limousines at competitive prices, guarantee certificate (See Classified Advertisements) Selection 1951/2 Sheerline, 1951/52 Austin H cars, 1952 Sunbeam, 1952 Hunter, also privately owned Royce 1937/39HP also with Hooper. Details despatched. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

LINCOLN

1938 Lincoln Zephyr in positively outstanding condition, quite exceptional in every respect, must be seen; £265, terms, exchanges.—Finchley 7300. [7197]

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R]

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:—

1954 (March) Mercedes-Benz type 300 saloon de luxe, radio, 7,000 miles; £2,975. [C1063]

1952 Mercedes-Benz 220 saloon, 6,000 miles, very fast, immaculate; £1,375. [C1063]

1937 (July) 4-seater cabriolet, one owner, very carefully serviced, excellent condition. [C1045]

42 A, South Audley St. (entrance Adams Row), Mayfair, W.I. Grosvenor 6881. [C4036]

MERCEDES-BENZ (GT. BRITAIN), LTD., offer:—

1938 Type 230 saloon—111, Grosvenor Rd., S.W.1. Victoria 8715-6. [C1063]

SWANMORE GARAGE, LTD.—See our display advt. on page 276. [C4024]

£250—1956 2-litre, independent suspension, over-taxed—Kelley, Hornby Oakley Rd., Cheltenham. [7135]

1939 Mercedes-Benz 170V r.h.d. saloon, sound, clean bodywork; £325.—Particulars, 21, Humble Crescent, Wolverhampton. Tel. 57205. [7166]

1954 Mercedes-Benz 180 saloon, under 1,500 miles, dove covers, as new throughout, guaranteed.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211/2/3/4/5. [C1080]

1936 500K, scintillating as new appearance throughout, drop head, blue, new tyres all round, mechanical perfect, £825, or consider exchange.—Amey, 9, Albion Place, St. Ebbs, Oxford 2713. [6978]

1939 drop head coupe by Lancefield, cream with blue wings, 49,000 miles since new, maintained throughout by Mercedes, immaculate condition, mechanically perfect; £750.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

Mercedes-Benz Spares and Services

MERCEDES-BENZ (GREAT BRITAIN), LTD., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735]

MERCURY

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R]

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars, large selection of M.G. cars thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one or two, though we unsatisfactory.

CHOICE of M.G. T.F. drop head with red leather, unregistered, £780; M.G. 1½ saloon, 1948, £475. [C1052]

CHOICE of 5 TDs. 1953, £625; 1953, supercharged, £595; 1951, £495; 1950, £475; 1950, £500. [C1053]

CHOICE of 5 TDs: 1948, £445; 1949, £425; 1947, £375; 1950, £425. [C1054]

CHOICE of 5 TAs: 1939, £235; 1938, £275; 1937, two from £255; 1939 Tickford coupe, £295. [C1055]

CHOICE of 2 PAs: 1935 4-seater, £185; 1934 2-seater, £175; 1936 2-SE 2-seater. [C1056]

CHOICE of 2 J2s: 1935, £185; 1936, £125; M.G. Magnette, £125. [C1057]

CHOICE of M.G. 1939 VA saloon, £285; M.G. VA tourer, 1938, £245; M.G. 2.6 d.h. fourseats, 1939, £275. [C1058]

CHOICE of M.G. Lester 1.067cc 2-seater, £395; M.G. A, hydraulic brakes, £145; Te Monaco 2-seater, £275. [C1059]

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars". [C1060]

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8641. [C3041]

WM

WELBECK MOTORS, Ltd., for M.G.s:—

1939 M.G. T.A. Midget Tickford drop head coupe, recently completely rebuilt, including new engine with Marshall supercharger, £550. [C1049]

1952 M.G. T.D. Midget, 24,000 miles, Arnott supercharged, £1,625. [C1049]

1951 M.G. 1½ litre saloon, in splendid condition; £595, with three months' guarantee, terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C1019]

SLOCOMBES, Ltd.

1951 M.G. 1½ litre saloon, in splendid condition; £595, with three months' guarantee, terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C1019]

1938 M.G. T.A., black, a well maintained and attractive looking car; £285, with three months' guarantee, terms, part exchanges cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C1049]

L.F. WARD, Ltd.

1954 M.G. T.F., 500 miles only, red.—L. F. Ward, Ltd., Grange Rd., Garage, Grange Rd., Thornton Heath 5347. [C4043]

M.G.

COACHCRAFT offer:—
£365 o.n.o.—1949 (April) T.C. Midget, first-class order throughout, four nearly new Goodyears, a carefully used example, 3 months' mechanical guarantee, terms, part exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

B. J. HUNTER, Ltd., offer:—

1954 M.G. T.F. 2-seater, used only one month, positively as new; £745. [C1054]

1951 M.G. T.D., many extras; £525. [C1055]

1948 M.G. T.C. 2-seater, positively unmarked; £395. [C1056]

1947 M.G. T.C. 2-seater, fitted heater, numerous extras; £375. [C1057]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C1058]

RICHARDS & CARR, always best value.

1951 (September) T.D., recond. engine Jan., 1954, faultless condition; £495. [C1059]

1936 (July) T.D., superbly maintained by engineer, out-standing condition; £225. [C1060]

35 Kinnerton St., London, S.W.1. Sloane 5424. [C1045]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1948 M.G. T.C., cream and green, fitted radio, twin spare wheels, jackall system and many other extras; £395. [C1061]

1946 M.G. T.C., red, new hood, in first-class condition; £355. [C1062]

PADE MOTORS (MITCHAM), Ltd., 16, Mitcham. Tel. Mitcham 5392. [C1063]

£260—1959 T.A. including £40 spares and extras. Bevington 28. [C1064]

M.G. Midget, 1935, red, 4-str., excellent condition; £165. [C1065]

M.G. Midget D. 5hp, 4-str., very good condition; £115. [C1066]

1954 M.G. T.F., 3,000 miles only, H.M.V. radio, heater, one owner, spare unused; £725. [C1067]

RIPCO, Ltd. (M.G. Purchased 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-34). [C1068]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102 London Rd., Kingston. Tel. Kin. 5348. [C1069]

UNIVERSITY MOTORS, Ltd., guaranteed car 1954 available.—80 Piccadilly, W.1. Grosvenor 4141. [C1069/R]

1953 M.G. 1½ black saloon, taxed; £850 or near offer; no dealers.—Wan 3063 or Box 7511. [C1070]

1951 1½ litre saloon, excellent; £500—122, Loftock Rd., Davyhulme, Manchester. Urmston 5927. [C1071]

£695—1954 M.G. Roadster T.F., 3,000 miles, red—Automotor, Ltd., Tel. Winchester 4969. [C1072]

M.G. T.C., red, exceptional condition; £595. [C1073]

1952 M.G. 1½ red, outside exhausts; £75 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5740. [C1074]

£125—M.G. J.2, red, excellent condition; £70. Kilburn 2061. [C1075]

£360—1939 2.6-litre M.G. drop head foursome coupe, faultless runner pale blue, immaculate condition; £120 down—Below. [C1076]

£165—1934 M.G. 12hp Magnette sports 2-seater. [C1077]

£690—1934 M.G. 12hp Magnette 2-seater, outside exhausts; £75 down—Bray 590—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5740. [C1078]

11 M.G. saloon 1950, heater, screen wiper, really excellent condition; £545—Molesey 1498. [C1079]

1947 M.G. T.C., recent overhaul, immaculate condition; £395, 3 months' guarantee; terms and exchanges—Rowland Smith 6041. [C1054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C1055]

M.G. Magnette, June, 1954, 1,000 miles, Ace Rimbach 1237. Undersealed, unblemished; £995. [C1072]

595 gns.—M.G. Midget 1953 T.D., 2-seater, red, Ace changes—Rowland Smith below used terms, exchanges—Rowland Smith 6041. [C1056]

525 gns.—M.G. Midget 1952 model T.D. 2-seater, ivory, red leather, tuned stage II, excellent condition; terms, exchanges—Rowland Smith, below. [C1057]

495 gns.—M.G. Midget (September, 1951) T.D., 2-seater, Marshall supercharged, of course owner, exceptional; terms, exchanges—Rowland Smith, below. [C1058]

395 gns.—M.G. Midget 1949 T.C. 2-seater, excellent condition; terms, exchanges—Rowland Smith, below. [C1059]

145 gns.—M.G. Midget 1953 J2 2-seater, new hood, good tyres; terms, exchanges—Rowland Smith below. [C1060]

1954 M.G. Magnette, 300 miles (July), used only 3 weeks, black, with red leather; £950—Plough Inn, Sileby, Leicestershire. [C1070]

1953 M.G. T.D., red, heater, 11,000 miles, one owner, immediate; £650—Vaughan, 7, Hereford Rd., Harrogate, Yorks. [C1071]

1952 (March) M.G. Y.B. saloon, maroon, beige many extras, one owner, perfect; £675. [C1072]

1949 (July) M.G. 1½ saloon, black, beige leather, fitted heater, one owner, perfect; £520. [C1073]

1954 (July) M.G. T.F. 2-str., grey, red leather, 1,000 miles, as new; £710—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1074]

1949 (July) M.G. T.C. sports roadster, 18,000 miles, numerous extras; £450 on exchange—R. W. Estill 124, Clifton, York. Tel. 5320. [C1075]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1953 T.D. Midget 2-str., taxed, one owner; £545. A. N. Burns & Co., Ltd., 261 High St., Croydon, Cro. 9748. [7228]

1949 M.G. T.C. sports 2-seater, red and beige, twin tones, 22,000 miles since new, very exceptional condition; £420.—Prospect 4424. [6871]

£165 !!—M.G. 2-litre drop head foursome coupe, excellent, beautiful condition no one would believe it's actually 1936, 3 months' guarantee, hire purchase exchanges. [16871]

LAMBS OF WOOD GREEN, Finchley Showrooms, L. 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

1949 M.G. T.C. cream with red leather, body and throughout restored, engine in faultless condition throughout, radio, luggage rack and other extras included; £395.—Enquire 12, St. Mary's, York, Tel. 4276 after 6 p.m. [7056]

1946 T.C. immaculate, black/green body, beige leather, radio, roll-downs all round, twin chrome Windtunes, full tonneau wind deflectors, owners since new; £380.—Elm Garage, Brookwood 2093. Liberty, Queens Rd., Wimbledon (Station), S.W.19. [7056]

£585 !!—T.D. (September 1953, one owner, 11,000 miles, maroon and beige, indistinguishable from new).—Chiswick Motors, Ltd., 197, Regent Rd., Kensington, London, S.W.3. Flaxman 0052-7253/754. [C1046]

1938 M.G. T.A. red sports 2-seater reconditioned works engine; £259; also 1948 T.C. black, original, £369; terms and exchanges.—Rox Auto-mobiles, Ltd., 127, Parkways, N.W.1 (nearest Tube, Camden Town). Euston 2700 and 8894. [C3059]

TANKARD & SMITH, Ltd., offer 1947 M.G. 1½-litre saloon, 2-tone green with green leather, exceptionally clean; £475; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 0426. [C4026]

1947 T.C. M.G., 1,500cc competition engine, over 90mph plus standard bodywork; offers over £300 or exchange; 750 Renault, cash adjustment.—Gutteridge, Funtington, Chichester. West Ashling 316. [7254]

1938 M.G. 1½-litre Tickford drop head, black, size valves, airflow head, martlets, etc.; 90mph plus standard bodywork; offers over £300 or exchange; 750 Renault, cash adjustment.—Gutteridge, Funtington, Chichester. West Ashling 316. [7254]

1938 M.G. 1½-litre Tickford drop head, black, size valves, airflow head, martlets, etc.; 90mph plus standard bodywork; offers over £300 or exchange; 750 Renault, cash adjustment.—Gutteridge, Funtington, Chichester. West Ashling 316. [7254]

TO anyone seeking a really exceptional 2.6-litre M.G. sportsman, found d.h. engine that can't be had over £200 spent on it early this year including complete reconditioning throughout and is an outstanding example of this thoroughbred motor car, late 1939, finished in a beautiful B.R. green with original pile carpeting, sustained on pressure brakes, spot-on self-centering steering, top transmission, 1½-tonne horns, spot lamp, a sportsman's idea with speed and safety combined, also appearance, performance, economy and a pleasure to drive, from 9 to 90 without rust, an exceptional genuine car, sacrifice; £240, 500 miles trial, photo, to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1296. [7113]

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1935.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017]

ALL M.G. models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7039]

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [6866 R]

F. or late T.D., privately, cash.—178, Grove Lane, Cheadle, Hulme, Cheshire. [7024]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. [8841]

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—134-142, High St., Tooting, S.W.17. Bal. 3484. [C1095]

URGENTLY required 1947-53 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972]

C.N.K. MOTORS require M.G.s particularly V.A., T.A., T.B. and T.C. models.—553, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—582, Streatham High Rd., S.W.16. Streatham 0054. [10966 R]

XXX H. F. EDWARDS offer immediate cash for good M.G. cars.—Details, please to 200, Great Portland St., London, W.1. Tel. Lanham 0012. [W2005]

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J.T. and I, and N. Midgets; exchange service; dynamo, starters, crank-shafts with rods, gear boxes, flywheel, gear drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares, wire or tie rod ends.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [10349/R]

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R]

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.17. Wanstead 183-4. [0486]

UNIVERSITY MOTORS, Ltd., Largest stocks of M.G. spares outside the factory.—Herford Rd., Ealing 0504-R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; also I ana. Laystall Lucas cylinder heads, petrol, oil filter, flat windscreen silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2.

[S1071]

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc. replacement parts, dynamos, leaf spring, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty, Queens Rd., Wimbledon (Station), S.W.19. [0435 R]

MORGAN

WM

SEE Welbeck Motors, Ltd., advertisement under Morgan in "New Cars" section of this issue. [C4049]

MORGAN 4/4 1947, private owner, red 2-seater. Excellent condition; £310.—107, Acme Lane, Bramhall, Tel. 579. [1710]

1938 Morgan 4/4 2-seater sports roadster, cream and green, Climax engine; £185; or terms.—Auto-mo, Hampstead 3430. [T2020]

SPECIAL OFFER—New Plus 4 Mark 1 2-seater at the attractive price of £695/6 10 including P.T.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7755. [1684]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Morgan—Hampstead (Tube). N.W.3. Ham. 6041. [W4015 R]

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1935.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017 R]

WANTED, Vanguard engined drop head coupé Morgan for cash.—136-142, High St., Tooting, S.W.17. Bal. 3484. [C1052]

Morgan Spares and Service

E.M.A. Ltd., Rootes Group Distributors, Grove Rd., South, Southsea, Portsmouth 2168. [3849]

ENGINES-RECONDITIONED, Ltd., offer:—

1952 Morris Minor saloon, black, red leather, one owner; £495. [333] Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor 4-door saloon, black, 120 miles only; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-2. [C2051]

1950 Morris Minor tourer, numerous extras; £420. 3 months' terms; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1949 Morris Minor 2-door saloon, fawn, one owner; £320 or nearest offer.—Bot 7308. [17087]

1954 Morris Minor saloon, 150 miles; £657.—Automobiles Ltd., Southgate St., Winchester. [C1010]

1950 Morris Minor convertible, heater; £595; 3 months' written guarantee.—Brown's Garage Loughton (Essex) 6262 (Tube). [C1054]

MORRIS Minor saloon, late 1949, fitted maker's reconditioned engine, superb condition; £425 or £450. [C2055]

S.G.A. MOTORS, 10, 13 & 14, Atherstone Mews, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd., Western 1008). [C4065]

1954 Minor convertible, low mileage, grey/red, immaculate, taxed for year; £550.—Elm Garage, Brookwood 2053, after 6 p.m. [17055]

1950 Morris Minor convertible, maroon, 54,000 miles; £445.—L. F. Dove, Ltd., 111-115, Addison Rd., Croydon, Addison 3066. [C1076]

1951 Morris Minor 2-door saloon, black with beige upholstery, heater, completely reconditioned. [C4018]

1951 Morris Minor 2-door saloon, black with beige upholstery, heater, completely reconditioned. [C4018]

1952 Morris Minor convertible, black, well equipped model, in immaculate condition, one original owner, first registered March; £495. [C4018]

PARKERS, Ltd., Bradshawgate, Bolton, 4080. [T0622]

1954 Minor 4-door de luxe saloon, black, red leather, heater, overriders, etc., as new; £665 o.n.o.—3, Ridge Cottages, Ridge, Corsham, Wilts. [7157]

MORRIS MINOR

TWIN carburettor conversion, H.C. head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.

WE usually have a few converted Minors in stock.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 (March) Morris Minor 4-door saloon, fitted with heater, in new condition throughout, taxed year; £635.—Pantiles Service Garage, London, Wd. Guildford 5326. [C5035]

1952 (November) Minor convertible, green, fawn interior, 11,000 miles, one owner, heater, excellent condition; £495.—Robbins, East Putney, Putney 7881. [C5010]

1953 (July) Minor de luxe saloon, green, 6,500 miles, one owner, H.M.V. press-button, Regency covers, taxed, immaculate; £615.—Rodney 4468. [17157]

TANKARD & SMITH, Ltd., offer 1951 Morris Minor saloon, grey with beige upholstery, one owner, immaculate condition; £500; 3 months' guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026]

NAYLOR & ROOT, Ltd., 25, East Hill, Wardswoth, S.W.18. (few minutes' walk from station) offer a selection of Morris Minors with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C5024]

£495 !!—Morris Minor coupe, 1953 model (Dec. 52 registration), late property of fastidious elderly owner, never driven over 40 p.h., genuine low mileage car, original tyres, spare only used once, full history available.

CAMDEN MOTORS, Leighton Buzzard 2041. Wgtn. for catalogue. Open till 8 p.m. [C1055]

1950 Morris Minor saloon, maroon, beige leather, one owner, guaranteed 11,000 miles from new in absolutely perfect condition; £465; terms, exchanges, etc.—Keiths Motor Co. Ltd., 10, Golders Green Lane, Golders Green, N.13. Bowes Park 5100. [C2080]

PRIDE & CLARKE, Ltd.—1954 Morris Minor saloon, grey/red leather, 2,000 miles, heater, as new; £619; 1953 blue/red (heater), green/green, both low mileage choice 2 from £569; 1951, black/beige, £479; 1950 black/blue (heater), choice 2 from £409; 3 months' guarantee; terms, exchanges, lists.—156, Stockwell Rd., S.W.9. Brixton 2451. [C5066]

Morris Minor Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash price for Morris Minor—Hampstead (Tube). N.W.3. Ham. 6041. [W4018 R]

PRIVATELY owned Minor—5, Bras Court, Kingston Hill, Surrey. [C2037]

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [C3016]

ALL Morris Minor models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [C2081]

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [C2076]

MORRIS EIGHT

SLOCOMBES, Ltd.

1947 Morris 8 sun-roof saloon in black, new tyres and fine order throughout; £365 with three months' guarantee terms, part exchanges cars or motor cycles 58-52. Dudden Hill Lane, N.W.10. Willesden 4869. [C4019]

S.G.A. MOTORS, who deal exclusively in Morris 8s offer:—

1939 Series E 2-door de luxe saloon, reconditioned, 3,200 miles, immaculate condition throughout; choice of 2, £180.

1938 2-door de luxe saloon, excellent condition; £190.

1938 2-seater tourer, outstanding condition; £185.

1938 2-seater tourer, excellent condition; £180.

1937 2-door de luxe saloon, excellent condition throughout; £165.

1937 4-seater tourer, very good condition; £145.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 16, 18 and 14, Atherstone Mews, Croydon Rd., S.W.7 (5 minutes Gloucester Rd., Western 1008). [C4065]

£325—Morris 8 1946 2-door saloon, exceptionally mechanically, cellulose unmarked, chisels.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1938 Morris 8 saloon; £175; excellent condition.—Burn 156, Court Rd., Orpington. [C1019]

1938 Morris 8 4-door saloon; £195; 3 months' guarantee terms, part exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1947 Morris 8 series E saloon, black, fitted with radio and heater, etc.; £325.

YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.S. Mountview 4401. [C2058]

1947 Morris 8 4-door, excellent condition; £325.—Jack Posner (Autos), 395, Hendon Way, N.W.3. Hendon 1423-4. [C5083]

1939 Morris 8 series E, good condition, taxed. £180-110. Battersea Rise, S.W.11. Battersea 0349. [C1096]

345—Morris 8 (October, 1948) 4-door saloon, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

225—Morris 8 1939 series E saloon, very good condition; terms, exchanges.—Rowland Smith, below.

79—Morris 8 1935 de luxe 4-door saloon, sliding head, leather, choice of 9 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, below.

79—Morris 8 1935 de luxe 4-door saloon, sliding head, leather, choice of 9 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, below.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1937 Morris 8 sun saloon: £95. exchanges, terms.—**Palmers**, 3, Russell Gardens Mews, Kennington, W.14. Park 9704/5968.

1937 Morris 8 saloon: £119. exchanges, terms.—**155**, High St. South, East Ham, E.6. Tel. 2530.

1947 Morris 8 4-door de luxe saloon, black, 2 brown leather, excellent, one previous owner: £245.—**Cook**, Routhorpe, Bainton, E. Yorks.

1948 Morris 8 series E saloon, one owner, reconditioned engine, little used: £565.—**G. W. Wilkin**, Ltd., 1, Weston Park, Kingston-on-Thames, Kln. 8104.

SUSSEX.—Morris 8 series E saloon de luxe, 1947 S model; black with brown leather, an exceptionally nice car: £355. Fully guaranteed.—**Lancing Motor Works**, Ltd., Lancing.

1938 Morris 8 tourer, fully equipped, excellent: £155. terms and exchanges.—**Royal Automobiles**, Ltd., 27, Grosvenor Mews, Grosvenor Tube Station (London). Euston 2700 and 8894. [C3059]

1947 Morris 8 series E saloon, sun roof, leather, one owner, exceptional: £335.—**Ace of Spades**, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection).

Morris Eight Cars Wanted
ALL Morris 8 models wanted urgently, inspection arranged anywhere in the country.—**GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701.

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the car buyers.—Morris 8 purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9.

MORRIS TEN

J. DAVY, Ltd.
1947 Morris 10 saloon, choice of two exceptional examples: 180-184, Kensington High St., W.8. Western 9641. [C1069]

1939 Morris 10, reconditioned throughout: £275.—**Jack Pozner (Autos)**, 395, Hendon Way, N.W.4. Hendon 1423-4.

1948 Morris 10 saloon, heater, engine just overhauled, far above average condition: £375.—**G. W. Wilkin**, Ltd., Lion Gate, Hampton Court, Tel. 6109.

1947 Morris 10 saloon, black, leather upholstery, sunshine roof: £345.—**Vare Motors**, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5506.

SPECIAL interest to disabled person: 1939 Morris 10hp saloon fitted Feeney Johnson hand operated vacuum controlled steering, excellent condition throughout, one owner, reluctant to part; bargain: £250.—Tel. Westcliff-on-Sea 45975. [C1068]

Morris Ten Cars Wanted
PRIVATELY owned Morris 10.—**5, Bras Court**, Kingstion Hill, Surrey. Tulse Hill 2768. [W2037]

ALL Morris 10 models wanted urgently, inspection arranged anywhere in the country.—**GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701.

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the car buyers.—Morris 10s, purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9.

MORRIS COWLEY
1954 new Morris Cowley, 500 miles: £775.—Birmingham, Tel. Edgbaston 2072 evenings. [C2522]

1954 Morris Cowley saloon, 150 miles: £810.—Automobiles Ltd., Southgate St., Winchester, Tel. 4965.

1954 Morris Cowley, works mileage only.—**Sidney Marcus**, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557.

1926 bull nose Morris Cowley 4-seater tourer, recently overhauled, 5 new tyres, new hood and upholstery, new sidelights: offers.—Tel. Haslegrave 1125. [C1074]

MORRIS OXFORD
H. BEART & Co., Ltd., offer:—

1951 Morris Oxford finished in black with blue upholstery, in nice condition throughout: £525.—102, London Rd., Kingston-on-Thames. Kingston 5348.

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 Morris Oxford de luxe saloon, two sun visors, heater, overriders, twin horns, leather, loose covers, top lamp, spare unused, very highly recommended: £650.—**Austin**, 140, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1951 Morris Oxford, black, fitted with heater, 2 sun visors, heater, overriders, twin horns, leather, loose covers, top lamp, spare unused, very highly recommended: £650.—**YNE, FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401.

1954 Morris Oxford series II saloon: £810.—Automobiles Ltd., Southgate St., Winchester, Tel. 4965.

MORRIS Oxford 1951 black saloon, one owner, nice condition throughout, guaranteed: £495.—Westoni 5315, London.

1952 Morris Oxford, turquoise, 20,000, excellent condition: £555.—**Harrod**, Concord Cottage, Perth, Newquay.

MORRIS OXFORD

1953 Morris Oxford saloon, black, red leather: £650.—**Vare Motors**, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074]

£675.—1954 (July) Morris Oxford saloon, black, fitted Lucas driving lamp, taxed December: DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2256.

1953 (May) Oxford saloon, green, green leather, heater, 9,000 miles, as new: £685.—Robbins, East Putney, Tel. 7881. [C5010]

1954 Oxford series 2, 2,000m., black, just carefully unboxed, in unblemished, under guarantee: offers—Box 7317, Tulse Hill, Tel. 7076.

1953 (August) Morris Oxford saloon, black, red leather, one owner, 15,000 miles: £655.—Vanderbilt Bros., Ltd., 215, Haverstock Hill, N.W.3. Pri. 4441. [C4074]

1952 (Oct.) Oxford, black, heater, one owner, 8,000 miles only: £595. trade and part exchange enquires invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. [C2016]

PRIDE & CLARKE, Ltd., 1953 Morris Oxford saloon, grey red leather, both low mileage, choice 2 from £619; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

1953 Morris Oxford saloon, heater, 5,000 miles: £675.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station. Temple Bar 3588. [C1027]

Morris Oxford Cars Wanted

ALL Morris Oxford cars wanted urgently, inspection arranged anywhere in the country.—**GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701.

ALMOST new Oxford required at once: 54, Streatham Hill, S.W.2. Tulse Hill 2676. [C3016]

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [C1024]

OWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS SIX
MORRIS Six 1951 black saloon, one owner, guaranteed mileage 22,500, heater, original tyres, spare unused; absolutely as new: £565.—Western 5315, London. [C1054]

PRIDE & CLARKE, Ltd., 1953 Morris Six saloon, maroon red leather, radio, heater: £419; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

Morris Six Cars Wanted
OWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted
R OWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

KINGSTON-ON-THEMES. Morris agents and specialists:—**G. W. WILKIN**, Ltd., 1, Weston Park, and 84, Eden St., King 2241-2. [C4053/R]

MORRIS genuine spares and specialist service in The West End. Tel. 5151-2. [C1024]

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1024/R]

MORRIS, the official stockists, for spares, service and repairs. Tel. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-2. [C1017/R]

MORRIS and repairs. Tel. 5151-2. [C1024/R]

NASH
1947-48 Nash 600 4-door saloon: £525.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

OLDSMOBILE
HAROLD SIMONS, Ltd., offer:—

1951 series Oldsmobile Rocket saloon, Hydramatic, radio, etc., unblemished: £1,250; three months' written guarantee; free service after sale: deferred payment, trade enquires welcome.

HAROLD SIMONS, Ltd., 597-401, High Rd., East Finchley, N.2 (at North Circular Crossing, three minutes' trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath nr. Lingfield, Surrey. Tel. 330-1. [C2177/R]

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

ROSE & YOUNG, Ltd., offer Oldsmobile 2-door saloon, hydraulic drive, fitted radio and heater, immaculate condition, i.h.d.: £550-65-69. Sternhill Ave., Stevenage, Herts, S.12. (1 minute Stevenage Hill Station). Tulse Hill 6464. [C3067]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lee Garages Ltd., 2, Lexington St., W.1. (Gerrard 8600); Service Workshops and Spare Parts, 7, Peabody Villas (nr. Westbourne Grove), W.11 (Baywater 6626-7). [C4065/R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600.

Oldsmobile Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [C1015/R]

OPEL

MAYER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares, exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/2344. [C1026/R]

125 gns.—Opel Olympia (September) 1954 12hp 4-door, 1000 miles, 12 months' guarantee, £125. 12 months' exchange, lists open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [C1015/R]

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1021/R]

EPAIRS gear boxes, suspensions, shock absorbers, tele-sources, etc., etc., caged wheel nuts, £9. 5 sets loose cover £5. 15; mudguards, spares by return-post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [C0240]

PACKARD

1948 Packard Clipper Sedan, 2-door, r.h.d., Hale Motors, Ltd., Tot. 7771-4. [C2077]

£225.—1937 Packard 26hp convertible coupe, Carbide & Carbon, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£175.—Super 8 Packard enclosed drive 7-seater limousine, choice of 2.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2053]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co., Ltd., Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1024]

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1024]

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car buyers.—Wembley 8691/3903. [C4015/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Cars Wanted

PONTIAC, Ltd., offer:—

1950 (November regd.) Pontiac drop head four-seater, electric top, radio, heater, superb mechanical condition, ideal car for Continental holiday: £655; three months' written guarantee; free service available, sale deferred, exchange, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing; three minutes' trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065]

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

Pontiac Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, U. Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 772-4.

S. O. DISTRIBUTORS Great Britain for Pontiac cars and S. Pontiac parts. [C0617/R]

REPAIRS, reasonable prices! Gears; reconditioned absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C0685]

PORSCHE

A.F.N., Ltd., SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service.

1954 Porsche 1500 Super hardtop, just run in. £1,975. Richard & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

1952 Kieft 500cc Formula III ex Stirling Moss; complete, less engine: £275; d.o.h.c. Norton engines available if required.—16, High St., Chatham. Tel. 4005.

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, C. Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars.

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines—Tate Gallery 0192 and Vandyke 5181. [C0353/R]

Railton Cars Wanted

REQUIRED, really good Railton.—Edwards, Amery Lane, Harpenden, Herts. Harpenden 118. [W2000]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd. Western Ave., Acton, W.3. Acorn 4656. [F0421/R]

H. BEART & Co. Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1061]

AUTOSALES (LONDON), Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue, low mileage, one owner, very well maintained throughout; £465.—Auto Sales (London), Ltd., Belize St., N.W.6. Maidstone 5555. [F221]

£165—1959 Renault 8hp saloon.—Rogers Garages, 22, Chiswick High Rd., W.4. Chl. 6780. [C5054]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875. Est. 1909 offer:—

RENAULT 2-litre Fregate saloon; £1.175.

RENAULT 750 sun saloon de luxe, grey; £616. [C4070]

1949 8hp saloon, two owners; £290; terms and exchanges—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. [C4069]

1952 (June) Renault 750, saloon, 16,000 miles, carefully used, roof rack; £465; terms and exchanges—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026]

MAYFAIR GARAGES, Ltd., Renault 1951, 750cc, 4-door saloon, blue, 1/2 drive, carefully used, excellent condition throughout; £325.—Balderston Street, W.1. Mayfair 5104-5. [C5008]

1950 model Renault 8hp saloon, in very good condition; £355; part exchange and new finance terms, one year deposit, balance paid over 24 months.—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 164-5. [F221]

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [W4070/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service

GLAMFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 20531. [F0911/R]

RILEY

PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Riley's; we select from 150 cars.

RILEY 2½-litre sports saloon, 1948, £595; Riley 2½-litre Roadster, 1948, £465.

RILEY 1½-litre Nuffield saloon, 1940, £295. Riley 16.4 litre, 4-door saloon, 1948, £625; overdrive, 1958, £265.

RILEY 15.6 Adelphi saloon, 1958, £265; Riley 15.6 Adelphi saloon, 1957, £195.

RILEY 1½-litre Adelphi saloon, 1956, £195; Riley 1½-litre Falcon saloon, 1956, £195.

RILEY 1½-litre Kestrel saloon, 1957, £265; Riley 9 Monaco saloon, 1958, £195.

RILEY 1½-litre Lynx tourer, 1957, £275; Riley 9 Imp 1956, £295.

IMMEDIATE hire purchase insurance and part exchange schemes under Sports Cars.

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8641. [C5041]

GORDON & GLYNN, LTD.

ENGLAND'S largest dealers specialising in Riley's offer the following selection from stock:—

£265—1957 Kestrel 15. This car is in wonderful condition, body work very good, engine fitted Cromard liners, gear box overhauled, etc., a most attractive motor car.

£245—1957 Adelphi 15 saloon, a nice saloon which drives magnificently, excellent tyres, re-painted grey.

£245—1957 12.4 Kestrel, a very sound and clean example of this popular model.

£245—1957 8hp Monaco saloon, a very tidy and clean car fitted with new carpets, very economical proposition.

£195—1958 (March) special 8hp open 2/4-seater, a really nice car and needing no further outlay whatsoever, a specimen example of this model.

£170—1956 8hp Merlin, recently toured Europe with complete reliability, excellent tyres.

The above cars can be purchased with the utmost confidence; each one is thoroughly workshop checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square (Tube). Sloane 8526-4426. [C2075]

BOON & PORTER, Ltd.

1953 2½-litre saloon, in green, 15,000 miles, heater, one owner, exceptional; £995.—Castelnau, S.W.13 (by Hammersmith Bridge). River-side 4444. [C1022]

L. F. WARD, Ltd.

1952 2½-litre Riley saloon, fitted radio, heater, loose covers, 26,000 miles.—L. F. Ward, Ltd., Grange Rd., Garage, Grange Rd., Thornton Heath 5547. [C4042]

RILEY CARS offer:—

1954 1½ available from stock, choice of colours.

1954 1½ black grey, maroon upholstery, heater, 9,000 miles; £1,050.

1953 1½, green leather, heater, 22,000 miles; £995.

1953 1½ maroon, maroon leather, heater, windscreen washer, Ace Rimfitters, 24,000 miles; £925.

1952 2½, black, green leather, heater, radio; £875.

1951 1½, first registered January, 1952, black, green leather, heater, 30,000 miles, latest type of engine; £795.

1948 2½, black, heater; £495.

55-56 Pall Mall, London, S.W.1. Trafalgar 7311. [T1188]

TOM GARNER, Ltd., offer:—

1953 Riley 1½-litre saloon, green, heater, 9,000 miles; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blairstown 9265-6-7. [C2020]

H. BEART & Co. Ltd., offer:—

RILEY 1½-litre saloon, first regd. December, 1946, finished in black with brown upholstery, new engine recently fitted; £475—102, London Rd., Kingston 5548. [C1061]

BRADSTOCK MOTORS, Ltd., offer:—

£475—1946 (Oct.) Riley 1½ saloon, black, red leather, heater, low mileage, in excellent condition throughout.—Chase Rd., Epsom. Tel. 5661. [C1099]

GUY SALMON AUTOMOBILES offer:—

1951 Riley 2½-litre saloon, ivory, red leather, 26,000 miles. Radiomobile, screen washers, Michelin X tyres, most attractive car in every way; £785.—Portsmouth Rd., Thames Ditton, Emberstock 2-3. [C4031]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black beige, heater; £1,205. [F105/205/10/5/10]

AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

BROOKLANDS.—Individuality new and used cars.

1953 Riley 2½-litre saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 (April) 1½-litre saloon, black, red leather, heater, one owner; £825.

1952 (March) 1½-litre saloon, bronze, red leather, heater, one owner; £750.

1951 (March) 1½-litre saloon, grey, red leather, heater, many extras, one owner; £750.

1949 (October) 2½-litre Roadster, green with beige upholstery, hood and tonneau cover; £595.

1948 1½-litre saloon, choice of two; £495.

AUTHORISED to issue B.M.C. warranty to cars which

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. [F481-23, off. 1948-52]

1949 Riley 2½-litre saloon, finished black, brown leather, fitted radio, immaculate condition throughout; £2,595.

1954 Riley 1½-litre saloon, heater, etc.; 4,000 miles.—Belgrave 2-10.

1953 Riley 2½-litre saloon, heater, etc., 11,000 miles.—Green & Zonis, Ltd., 246, 252, Deansgate, Manchester, 3. Tel. Deansgate 3525. [C2023]

1935 Riley Falcon saloon, 1½-litre, green; £155.—Birmingham Tel. Gre. 2577. [T121]

1952 Riley 2½-litre saloon, spare unused, heater, engine, mileage, one owner, on £695.—Erickson, 190 Co. Rd., (Riley) purchased 1951. Tel. 5600. [C4062]

RILEY 12.4 Adelphi, original cellulose, reconditioned engine, sacrifice; £137. 10.

RILEY 9 special series Monaco, 1957 model, 1½ is black, twin S.U.'s, oil cooler, £197. 10.

RILEY 9 special engine, large engine, 1958, £200.

RILEY shooting brake, large capacity body, aluminium, double panelled, body fitted for Continental tour, will sleep 2 adults with luggage; £145.

RILEY 9 special series, 1958, shooting brake, 12 seats, £175.

RILEY 12.4 Adelphi and Falcon 12.4, both 1956, £175 each cash to clear.—Middleton, 12, Tickhill Rd., Balby, Doncaster. Tel. 53901. [T1066]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [T1057/R]

RILEY Kestrel 6 saloon, 1954, sound mechanically, smart appearance; £165.—Tel. Elmbridge 8105. [T1168]

£465—Riley 1½-litre 1946 4-door sports saloon, exceptional cellulose and body work, excellent mechanicals, many others.

BOATMAN'S, 1, Holland Park Rd., Holland Park, London, W.11. Park 5060-7. (500 ds. Holland Park Ltd.) Exchanges, h.p.

RILEY 2½, 1948, exceptional condition, new battery, heater, Fram filter, recently checked Riley's, £46,000; offers around £500.—Ingham, 62, High St., Irthingborough, Northants. Tel. Irthingborough 4600. [T1017]

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RILEY

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY Cars Wanted

RILEY Buyers—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

Riley Spares and Service:

READING.—Hewens Spares, Ltd., for Riley spares and service. Tel. 1456. [0209]

FOR Riley service consult the Riley specialist—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0861). [0472]

HARTLEY'S for Rileys, spares and service.—165-171, H. Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5.

ACROT ENGINEERING, Ltd.—Preselector gear boxes, A/c extractors and repairs.—169, Fulham Rd., S.W.6. Kensington 7301. [0239/R]

JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gu1. 5446. [0992/R]

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. 16622.

ROLLS-ROYCE

JACK

OLDING & CO. (MOTORS) Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers, offers from their selection of used Rolls-Royce cars:—

SILVER Wraith 1952 Park Ward 6-light saloon, two shades of green or tan leather, 20,000 miles only.

SILVER Wraith 1948 James Young 2-door saloon, black grey hide, 24,000 miles; £2,950.

UDLEY House, North Audley St., W.1. [C5030]

MAYFAIR 5242.

IPPON

IPPON

IPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

IPPON BROS., Ltd., Huddersfield 7070 (10 lines). [0905/R]

Also Bradford, Leeds and Sheffield.

R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1952 Park Ward sports saloon, green with beige hide; £4,450.

1950 Freestone & Webb sports saloon with division, black with beige hide; £4,250.

1949 James Young razor-edged sports saloon, black with blue hide; £3,250.

1949 25/30 saloon by Gurney Nutting, black with beige, immaculate; £3,500.

1937 25/30 saloon by Gurney Nutting, black with brown hide; £395.

1935 20/25 Freestone & Webb sports saloon, two-tone, red with grey hide; £2,950.

We are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17. Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032]

PB. Ltd., offer:—

1935 20/25 Rolls-Royce with owner-driver saloon by H. J. Mulliner, chassis and body in perfect condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5035]

VINTAGE AUTOS.

The pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

London Rd., Tooting. Tel. Mitcham 3951. [C4079]

RUSSELL MOTORS offer:—

1940 (March) Rolls-Royce Wraith semi-razor-edged sports saloon by Hooper, fitted radio and heater, a very fine and beautiful condition.

1938 25/30 Rolls-Royce sports saloon by Hooper, fitted radio, heater, screenwashers, etc.

1937 25/30 Barker owner-driver saloon, exceptional car.

ALL recommended and can be seen and tried at

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9288. [C3066]

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith Hooper saloon with electric division, black with fawn leather upholstery. £2,550.

MANN EGERTON & Co., Ltd.

14. Berkeley St., W.1. Hyde Park 2073. [C2006]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Gurney Nutting sports saloon, in perfect condition; £625.

COOMBS & SON (GUILDFORD) Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C2051]

BROOKLANDS.—Individually new and used cars.

1950 Rolls-Royce Silver Wraith 4-door sports saloon by James Young. Rolls overdrive.

1948 Rolls-Royce Silver Wraith 7-passenger Sedanca de Ville by H. J. Mulliner.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-1029. [C1029]

GEARS!!! £1,150. A selection from this price down on view, attention address!!!

A & S (LONDON) LTD., Station Approach, Kew Gardens, Richmond 1161. [T0751]

ROLLS-ROYCE

J

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1950 Silver Wraith touring limousine by H. J. Mulliner; painted maroon and upholstered in beige leather, 33,000 miles; price £3,950.—Jack Barclay, Ltd., Berkeley Sq., W.1. Open until 8 p.m. May, 7442. [C1032]

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner sports saloon with division; £1,075.

1937 30hp Cribbie & Dunn six-light owner-driven saloon; £1,050.

1936 25hp Windover semi sports saloon with division; £750.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1934 25hp Park Ward sports saloon; £650.

1933 25hp James Young sports saloon; £425.

1930 25hp 1938 semi razor-edged sports saloon; £350.

1929 25hp Windover open tourer; £285.

237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbrooke 1231-2. [C3007]

CHIPSTEAD MOTORS, Ltd., offer:—

22 hp Compton Replica streamlined d/h coupe, re-cased dual maroon, red leather. Ace discs, bumpers, head pass lamp, etc., etc.; really attractive. For it, even more attractive.

25 hp late 1935 Owen Gurney Nutting foursome drop head, this is the very rare and attractive Continental body, with huge trunk at rear.

25 hp late 1934 sports saloon, black and grey, recent top, now owned most attractive condition.

25 hp late 1934 most attractive low Continental fixed head foursome coupe and reconditioned engine, black/beige leather, large boot, discs, bumpers, etc., specimen.

25 hp late 1936 reconditioned engine chassis, 25 owner, fitted with brand new streamlined sports saloon body, finished in light green with leather to match, practically indistinguishable from 1935 Silver Dawn.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046]

SWANMORE GARAGE, Ltd.—See our display advt. on page 276. [C4024]

1932 Rolls-Royce 20/25 Park Ward owner-driver saloon numerous extras, outstanding condition; £385. 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5238 and 5774. [C4054]

1930 Phantom II Continental saloon; offers perfect—Oscar Moore, 204 Ballards Lane, Finchley 2920. [C1046]

1936 Rolls-Royce 21.5hp replica sports saloon, £300—Box 7309. [T0788]

1939 Rolls-Royce Wraith, semi-razor-edged, owner-driver saloon, with division and boot, small mileage, immaculate—Box 7318. [T0797]

ROLLS Phantom 1927 Hooper limousine, beautiful condition with division; £1,000; photo—Bosworth, 24, Glenview Ave., Bradford. [T1016]

ROLLS-ROYCE saloons and limousines all models, at bargain prices—Claude Burgoine & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7544. [C1033]

1953 25hp Rolls-Royce, fitted with 9-seater shooting brake body, recent £500 overhead by makers; £750.—The Earl of Shrewsbury, Ingestre Stafford. [T0794]

ROLLS-ROYCE 1934 Hooper 4-light saloon, £400 spent last year on engine and bodywork, very attractive car £600; terms, exchanges—Lucixars, 217, Cowley Rd., Oxford. [T0717]

1928 20hp Rolls-Royce modernised streamline ambulance, ideal for conversion to Shooting Brake or for use as caravan; £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

1935 Rolls-Royce limousine, face forward occasions; £475; part exchange and new H.P. terms—Bucks Motor Co., Ltd., Great Western St., Aylesbury. [T2126]

1933 (February) Rolls-Royce Hooper limousine, face forward occasions, two owners only, excellent condition; £495.—Jaquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

OWNER-DRIVER 1936/20hp Series GUL, winding partitioned Hooper Saloon, extending boot, black excellent condition, reasonable mileage, certified mechanically; £695.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

G & M ALFREDS (1936), Ltd., 193, Tudor 25/30 owner-driver swept back saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout—6-7, Warren St., W.1. Euston 3268. [C1005]

1939 Rolls-Royce Phantom III, limousine by Thrupp & Maberly full face forward occasions, 2 owners; £875.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1007]

ROLLS-ROYCE Wraith first registered in March, 1941, fitted with James Young 2-door sports saloon body, finished in pale blue with dark blue upholstery, works in excellent condition; £2,750.

CHARLES ATTWOOD & SON, Ltd., Official Rolls-Royce and Bentley Retailers, Wolverhampton. Tel. 25852. [T0782]

ROLLS-ROYCE

A & S LIMOUSINE 1935/25hp, partitioned Hooper, forward occasional, immaculate, £95.

LIMOUSINES Modern 30hp partitioned swept-tail occasional, original condition, carriages, certified mechanically, black, reasonable cost.

LIMOUSINE 1937/30hp partitioned Hooper Deluxe Coachwork, wide occasional, black, privately owned, mileage 49,000, equal 1950 condition throughout.

WRAITH 1939/30hp (WHC-Series) Hooper partitioned Deluxe Limousine, widest occasional, meticulously maintained, black, excellent throughout. £1,250.

A & S & SAUNDERS LIMITED (Seven Passenger Cars), Providence Court, North Audley Street, Mayfair 2941. [C1006]

ROLLS-ROYCE Phantom 2 1933, extra large seven seater limousine by Hooper, face forward occasional, new tyres 2 spare wheels, discs, bumpers, immaculate inside and out; absolute bargain £495.—Western 5315, London. [T0785]

ROLLS-ROYCE Phantom III body assy, close-coupled saloon by Barker, all complete, with 4 wings, running boards, bumpers and all interior fittings, all in excellent condition; £90.—The Earl of Shrewsbury, Ingestre, Stafford. [T0785]

495 ms—Rolls-Royce, 1935 20-25hp Vanden Plas 2-spoke wheels, carefully used; terms, exchanges, 9-7 week-ends and Saturdays.—Peter Smith, 510978, Hampstead (Tube). Hampstead 6041. [C2018]

THE SOUTHERN MOTOR Co. specialize in all owner-drivers Rolls-Royce models and have a range of replicas (modern coachwork) at prices from £400-£600.

Works, Old Hunt's Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [T0554]

ROLLS-ROYCE Phantom III 2-cylinder touring saloon by Barker, with division and four-spoke wheels, £1,000; offers around £800 considered.—H. & G. Robinson, Ltd., High St., Gosforth, Newcastle 2965. [T1717]

1939 Rolls-Royce Wraith touring saloon by Freehand & Web, one owner only, chauffeur maintained from new, sympathetic, 60,000 miles, power-operated division; finished in black with brown leather; £1,475; exchanges; hire purchase terms.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. Preston 4245. [C2064]

1938 Rolls-Royce 30hp Thrupp & Maberly sports 4-door saloon de luxe, GGR 58 series, with a genuine speedometer reading of only 40,866, black, grey leather and it is superbly turned and exterior and the mechanical condition throughout is perfect; licensed to December 31, 1954; projecting boot, fitted with travelling trunks, discs, beautifully maintained, delightful appearance, renovations completed by Rolls-Royce of London in May, 1953, at a cost of £475, £1,595, deferred terms considerably arranged if so desired.—Orsley Hunter of Peterborough 2985. [T0932]

Rolls-Royce Cars Wanted

C M THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 190 Park Lane, W.1. Grosvenor 3434. [C1070-R]

JACK OLDING & CO. (MOTORS) Ltd., official retailers, to purchase used Rolls-Royce cars.—A 5242.

J MARSHALL WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2363. [C0498-R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham 6041. [C1048-R]

ROLLS Wraith 25/30 wanted, limousine with division, about 1939, moderate price and mileage.—Bew, Laura Grove, Paignton, Devon. [T0971]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Road, Brentford, Middlesex. Ealing 8841. [C2022]

R REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amentbury Lane, Harpenden, Herts. Harpenden 1118. [W2000]

WANTED, Rolls 20/25 or Replica drop head coupe, in good condition.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188, 2635. [T2029]

WANTED, 3½ or 4½, Rolls-Bentley drop head, at reasonable figure for cash.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188, 2635. [T2110]

1937 25/30 owner-driver saloon or sedan in outstanding conditions.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [C0345/R]

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Nr. Crawley, Sussex. Crawley 437. [C0350-R]

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kemal Rd., W.10. Ladbroke 1231-2. [C1007]

A & S urgently require late pre-war 20/25/30hp Limousines, 1934/35/36/37/39, also Saloons with boot, cash waiting.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

CHARLES ATTWOOD & SON, Ltd., Official Rolls-Royce and Bentley Retailers, Wolverhampton. Tel. 25852. [T0782]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JACK Rolls-Royce Spares and Service

OLDING & CO. (MOTORS), Ltd.

OFFICIAL Rolls-Royce service, overhauls and renovations.—84/90, Holland Park Ave., Kensington Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C1030]

JACK BARCLAY (SERVICE), Ltd.

ARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R]

CHARLES FOLLET, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0614/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines for 12 months for the above models; full repair service at reasonable charges; also wheel, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0604/R]

ROVER 10

GATEHOUSE offer:-

1939 Rover 10 saloon, black, very nice condition; £350.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

1947 Rover 10 saloon, £495.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

ROVER 12

GLANFIELD LAWRENCE offer:-

1947 Rover 12 saloon (first registered January, 1948), black, one owner, engine reconditioned, exception throughout; £485.—407, High Rd., N.12. Finchley 0091. [C2055]

1935 Rover 12 saloon; bargain, £110; 3 months' guarantee, part exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054]

ROVER 12 1940 sports saloon, very good appearance, £350.—Tel. Fin. 1094. Box 732.

1938 Rover 12 saloon, black, brown leather; £250; exchanges, terms.—Palmer's, 5, Russell Gates Mews, Kensington, W.14. Park 9704, 6968. [C3034]

1940 Rover 12 Tickford, d.h.c., low mileage, a very rare model in immaculate condition, private owner will accept nearest cash offer to £475 received this week.—Esher 4139. [7179]

£239.—1936 Rover 12 de luxe, really excellent condition, bargain; choice of two—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Balford 1107-8-9. [C2024]

£385!!!—1940 Rover 12hp saloon de luxe, same as post-war series, condition almost entirely original throughout, one owner since 1946, total recorded mileage 65,000, which is authenticated as correct by late owner, engine shows no signs of harsh use, all components show to be in perfect in every 500 miles, very quiet gear box and axles, good brakes and steering, strongly recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035]

ROVER 14

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1937 Rover 14, recon. engine, new tyres; £210.—Metropolitan Motors, Horncastle Lane, Acton, W.3. Acorn 5004.

1939 Rover 14 sports saloon; £240.—Evenings, 109, Valley Rd., Kenley, Surrey. [7170]

ROVER 16

1947 Rover 16 sports saloon, black, radio, heater; £550.—Odeon Motors, Ltd., Barnet 1144. [C3028]

1947 Rover 16 saloon, fitted heater, radio, loose covers, one owner only, splendid condition throughout; £465. [C1036]

JOHN CAMPSIEL MOTORS 415, Holloway Rd., N.7. North 4441. [C1036]

1946 Rover 16 saloon, very clean, open to any examination; £465.—Jack Rose, Ltd., Stamford Rd., Wallington, Surrey. Wallington 6677/8. [C3056]

1948 (February) Rover 16 saloon de luxe, black, brown leather, sunroof, heater, carefully used, superb condition throughout; £495; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose Hill 1127. [C3056]

£495!!!—1947 Rover 16 saloon de luxe, interior leather upholstery spotless, whole car magnificent, guaranteed miles 24,000, but whole vehicle looks and runs like 10,000 miles, 3 months' guarantee, hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. East Finchley Underground.) [C2052]

ROVER (60, 75 and 90)

COX'S offer:-

1953 Rover P4, low mileage, heater and screen wash, grey/red leather; £1,075.

1952 Rover P4, one owner, 16,000 miles, dark green, grey leather; £995.

COX'S MOTORS (LEICESTER), Ltd., Conduit St., Leicester. Tel. Leicester 60319. [C1059]

1951 Rover P4 75 saloon, 26,000 miles, good; reasonable offers, or part exchange.—R. W. Estill, 124, Clifton, York. Tel. 53250. [S1049]

ROVER (60, 75 and 90)
PHILIP RICKARDS, Ltd., offer:-

1953 Rover 75 saloon, sage green, 14,000 miles; part exchange; deferred terms, £4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C1051]

T BAKER & SONS, Rover distributors, offer:-

ROVER 75 P4 saloon, late 1950. Connaught green.

ROVER 75 P4 saloon, black/red upholstery, very good condition; £995.

35, Friar St., Reading. Tel. 3976. [17074]

1953 Rover P4 saloon, black, low mileage; £1,095.

1951 Rover P4 saloon, blue, excellent condition; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2028]

1954 model Rover 75 saloon, 11,000 miles; £1,145.

Rover 60 saloon, 7,000 miles; £1,095.

British & Colonial Motor Co. Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square tube station). Temple Bar 3588. [C1027]

1954 Rover 60 saloon, green, 1,400 miles; Weybridge 600. [C4023]

1954 (July) Rover 60, black, 1,000 miles, nearest price—Chesterfield 6309. [71740]

1953 (July) Rover 75 saloon, one owner, £1,095.

RPPCO, Ltd., Rover Purchasing Co. Ltd., Albemarle St., Mayfair, London, W.1. Hyde Park 2954-5-6. [C3052]

1953 Rover 75 saloon in condition not very short of brand new, faultlessly maintained by one previous owner, genuine low mileage car; £1,095.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1055]

1948 Rover 75, green in nice running order, taxed 1948, 2,275 miles; Weybridge service, Tel. 6011, North Action Rd., N.W.10. Elgar 5456. [6891]

1951 P4 saloon, cream/red leather, radio, one owner, 22,000 miles; £895.—May 5242. [C3030]

WALTER SCOTT, Ltd., (June), 1953 Rover 75, 6,500 miles, as new; £1,050.—93, College Crescent, Hampstead, N.W.3. (Swiss Cottage tube). Pri. 5914. [C4006]

1948 (July) Rover 75 6-light saloon, 26,000 miles; one owner, reasonable offers or part exchange.—R. W. Estill, 124, Clifton, York. Tel. 53250. [6848]

1952 Rover 75 black saloon, grey upholstery, mileage 7,000, radio, heater, faultless condition, one owner, genuine sale; £975.—Shopland, Saville, Clevedon 3107. [S1047]

1950 Rover 74 P4 saloon, black with brown hide interior, radio and heater, exceptional mileage; £795; consider part exchange—14, Oldfield Gdns., Worthing. Swanside 849. [C4027]

1951 Rover 75, black, grey leather, heater, beautifully maintained by one fastidious owner; £895.—Hillwood Motors, Mill Hill (London) 4232. [7152]

1948 Rover 75, black, green leather, heater, new tyres recently fitted, in typical Rover condition throughout; £895.—Hillwood Motors, Mill Hill (London) 4232. Open 9-6 Mon.-Sat. [7068]

1948 (July) Rover 75 6-light saloon, black with grey leather, fitted heater, taxed till December, one previous owner, 20,000 miles, overhauled by Rover, bills available; very attractive price—Abingdon 595; deferred terms and part exchange—Abingdon Motors, 100, Palmerston Rd., Northampton 31086. [7190]

OPPORTUNITY to acquire small-mileage Rover 75 throughout, own vehicle maintained at Rovers throughout, fit new engine modifications, guaranteed mileage 23,000 only; long owners; £895. [C1051]

1951 (February) Land-Rover, good condition; £425.

L. P. Dove, Ltd., Guildford Rd., Woking. Tel. 1206. [C1076]

1948 (July) Rover 75 6-light saloon, black with grey leather, fitted heater, taxed till December, one previous owner, 20,000 miles, overhauled by Rover, bills available; very attractive price—Abingdon 595; deferred terms and part exchange—Abingdon Motors, 100, Palmerston Rd., Northampton 31086. [7190]

EVANS (WIMBLEDON), Ltd., 203, St. James's Rd., Wimbledon, and district—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middlesex. Tel. 777 (4 lines). [C1009/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]

R. POWELL MOTORS, Ltd., East London area—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0457/R]

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheadle Hill Rd., Manchester. Tel. Blackfriars 2302. [0556/R]

SIMCA Aronde, fitted H.M.V. radio, loose covers, care fully run in, 1,900 miles only; cost £985, after called overseas, will accept £795 cash.—Byfleet 2801. [1692]

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 565. [1039/R]

SIMCA Aronde, 1954 model, carefully used, small mileage, grey cellulose with grey trimming, immaculate condition, guaranteed; £775.—J. Coxeter & Co., Ltd., Oxford 2275-6. [1690]

BARTLETT.—Simca sport drop head coupe, total refitted mileage 11,000, almost indistinguishable from new, cost approximately £2,000 at Earls Court Show; bargain; £975—27a, Fenchurch Villas, W.11. [C1013]

SINGER

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951-2 Singer 1500 saloon in really exceptional condition throughout, coachwork and interior absolutely unmarked, very sound mechanically, 27,000 miles, one owner only; 510knts, or £154-9 deposit.

HIRE purchase terms on the spot with no references, no guarantees or warranties, part exchange on your existing car or cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station Bakerloo line 150 yards).

ELM MOTORS offer:-

1951 model Singer S.M. 1500 nominal mileage, black, beige leather interior, fitted heater, most excellent example of this desirable model; £450.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

GUY SALMON AUTOMOBILES offer:-

1952 Singer 9 sports 4-seater roadster, one owner, good mechanical condition; £375.—Ports-mouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

G. E. LAWRENCE (MOTORS), Ltd., Singer Distributor, New St., Aylesbury. Tel. 368, offer:-

1951 Singer S.M. 1500, black with beige upholstery, one owner, supplied and serviced by us, mileage 12,556; £252. [7073]

£450—1950 model Singer 1500, black, 35,000 miles, excellent condition, any trial.—Box 7073. [C4005]

1951 Singer S.M. 1500 saloon, beige throughout, standard specification, one original owner, specimen; £525. [C4007]

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507.

95gs—Singer 10, 1958 de luxe saloon, sliding head, 95 leather, good tyres; terms, exchanges.—Rowland Smith, below.

89gs—Singer 2, 1956 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1950 (Nov.) S.M. 1500 saloon, blue, beige interior, heater, radio, etc.; £495.—Franklin, R.N.B., Portsmouth 2117. [7020]

G & M ALFREDS (1936), Ltd.—1949 Singer Super 10 4-seater sports tourer, above average condition; £67. Warren St., W.1. Euston 3268. [C105]

1948 Singer 10hp saloon, immaculate condition; £525 or £55 deposit; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 3122 (opposite side entrance G.P.O.). [C5055]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

All Singer models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4501. [7044]

REQUIRED, really good Singer 1500.—Edwards, Ambury Lane, Harpenden, Herts. Harpenden 113. [W2000]

Singer Spares and Service

THE Singer agents for spares, service repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 4496. [10754/R]

LANCASHIRE'S premier stockists.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 46991. [6109]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 10605. R

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4090, Deansgate, Manchester. Deansgate 4507. [10590]

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears: trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [10936]

SPORTS CARS

B & G. MOTORS offer:-

£215—Frazer Nash 1½-litre 12hp T.T. Replica, 2-seater, fitted 4ED Meadows engine, spotless, British racing green cellulose, new hood and tonneau cover very fair. [C4055]

£155—B.G. Magnette 12hp N.A.-type open sports 4-seater, immaculate in blue cellulose, new tonneau cover, etc.

£120—M.G. 12hp open sports 4-seater, immaculate cellulose, new hood, new tonneau cover, etc. [C4056]

£115—Singer 9 Le Mans type open 4-seater, taxed spotless cream cellulose, good hood and screens, only wants seeing.

£110—Singer 9 Le Mans type 2-seater, red, painted, very fair, goes well, bargain at this figure. [C4057]

£110—Morris 8 open sports 2-seater, black, very well-kept car with a lovely engine.

£95—Singer 9 Le Mans type open 4-seater, apple green, like little car in every way, a real B. & G. gem. [C4058]

£90—Riley 9 Lincoc 2-seater coupe, British racing green, goes jolly well, nice cellulose, seats recovered.

MANY others, easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

CARS for the enthusiast.

If you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and Main Showrooms, 66, London Rd., Tooting, Mitcham 598, Barnain basement; for thoroughbreds under £150—185. Elmers End Rd., Beckenham, Tel. 2521. [C4059]

BERT MASON SPORTS CARS.

£99—Jaguar 1½-litre saloon, 1939; £285. Alfa-Romeo Romeo 1750, twin cam, supercharged; £175. Frazer Nash-B.M.W. 3½-litre drop head coupe, terrific performance and extreme economy, nice condition, in black, ivory, quantity of spares; £145. Wolseley Hornet Special sports saloon: the above motor cars represent only a small selection of our ever-changing stock which we invite you to come along and inspect; hire purchase on all cars.—Berl. Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.3. Antheist 1814. [3073]

SPORTS CARS

UNDERWOOD-RUSLING offer:-

£195—1939 Morgan 4/4 drop head coupe, cream/blue, twin spares, du-tone, £145. Corsica foursome drop head coupe, black/brown.

£165—Brooklands Riley 2-seater, black/red, new tyres, one owner for 7 years.

£165—Underwood-Rusling 2-seater, black, £125. [C4007]

ROWLAND SMITH'S for sports cars.

525gs—M.G. Midget, 1952 model T.D. 2-seater, ivory, red leather, tuned stage II. [C4008]

395gs—M.G. Midget, 1949 T.C. 2-seater, black, red leather.

395gs—Sunbeam-Talbot 1947 2-litre sports tourer, carefully used.

145gs—M.G. Midget, 1935 8hp J2 2-seater, new hood.

125gs—B.S.A. Scout, 1937 series 4 10hp sports 4-seater.

49gs—Speed 20, 1935 model Vanden Plas sports saloon, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

RILEY V8—See under "Riley Autovia." [7144]

CAMDEN MOTORS offer the following sports cars:-

1938 T.A. M.G. Midget, in silver and red with matching top, luggage rack, pass lights, wing mirrors, Fram oil, coll. Windmill, Anderton, tonneau cover, delightfully fast, one owner since 1948, just decotek, serviced and tuned; £295.

1935-6 P.A. M.G. Midget 2-seater, formerly owned by knowledgeable engineer, capable of maintaining and in exceptional mechanical order, capable of really high maximum speeds, vivid acceleration, brakes just relined and steering overhauled, new Goodyear tyres; £225.

1937 Morgan 4/4 sports 2-seater, British racing new hood and tyres, first class mechanically; £225.

1948 Alfa-Romeo 1750 2-seater, special competition model with breathtaking performance, Tappet efficiency meters, quick filters, slab tank, special wheels, etc. Have a run in this and be frightened to death; £343.

1952 Rover 12hp special sports 4-seater roadster, one of the very scarce post-war open Rovers, beautiful lines and metallic finish, heater, pass lights, Windmills, tonneau cover, disappearing hood, fast and economical; £575.

EARLY pre-war 8.8, 9hp sports coupe, reasonable condition, quite modern lines, to clear; £65.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]

PERFORMANCE CARS, the Sports Car People, Great 15 lines), Bedford, Middlesex, Tel. Ealing 8841.

CHILTERN CARS require all types of sports cars in above average condition.—11a, Water Lane, Leigh-on-Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045]

MERCURY MOTORS wish to purchase good used sports cars of most types.—G. Riley, Sunbeam-Talbot, Morgans, etc. Please write or phone and call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-5, Harrow Rd., Wembley, Middx. Wembley 9058-9. [W1014]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [10753/P]

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:-

ALFA-ROMEO 2.5-litre, first registered 1948, streamlined drop head coupe, white, blue leather, beautifull, £275.

DELAHAYE 135M 3-litre, reconditioned throughout, Chapron coupe Cotal gear box; £475.

FRENCH Talbot 1938-9 4-litre foursome drop head, very low mileage, terrific performance; £465.

HEALEY 5 Silverstone E-type with air scoop, 16,000 miles, dual carburetors, racing tyres, high-compression pistons, high lift cams, etc. specimens, Bugatti blue, approximately 115 mph; £645.

HEALEY 1948 beautiful 2-door foursome, reputed by Farina, speed reading 99,000, recon. front suspension, dualawn, specimen; £525.

OLLS-ROYCE.—See "Rolls-Royce" column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Fulham 0052-7231-5154. [C1048]

1948 J.D.M. V.3 sports 2-str. very fast, square teed; £225. payments Oldfield, 396, Kensington High St., W.14. Wes. 5651. [C9029]

FRAZER NASH-B.M.W. Type 45 saloon. Type 55 F engine, recent extensive overhaul, hydraulic brakes; £195.—Richards & Carr, 35, Kinerton St., London, S.W.1. Sloane 5242. [C9045]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PERFORMANCE CARS, S.O.S.—Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 7734. [W1041]

CHILTERN CARS require all types of sports cars in above average condition.—11a, Water Lane, Leigh-on-Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045]

MERCURY MOTORS wish to purchase good used sports cars of most types.—G. Riley, Sunbeam-Talbot, Morgans, etc. Please write or phone and call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-5, Harrow Rd., Wembley, Middx. Wembley 9058-9. [W1014]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [10753/P]

STANDARD 8

HENDON CENTRAL GARAGE, Ltd., offer:-

1946 Standard 8 coupe; £215.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1946 Standard 8 door sal., grey, new engine just fitted; £225. [C2035]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2019]

1939 Standard 8 tourer, good runner; £150.—Ring Welbeck 1433. [T224]

CRES offer: 1947 Standard 8 saloon, black with brown interior, immaculate; £275.

CRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002]

£298—Standard 8 1946 sal., one owner, original throughout, exceptional condition; choice 3.

BENNOTTS, Clarendon Rd., Holland Park, London, W.11. Park 5086-7. 150 yds Holland Park Tube. Exchanges, h.p. [C1017]

£95—Standard 8 saloon, 6,000 miles, fitted Ace Rimblowers, twin demisters, radiator grille, dark paint, etc.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1073]

£269—1947 Standard 8 drop head coupe, excellent condition, terms, etc.—5, Balham High Rd., Balham 1509. [C1009]

1948 Standard 8 sal., overhauled, grey; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1014]

1954 (July) de luxe Standard 8 with heater and extras, taxed for year; £555.—Tel. Riverside 3789 before 6 p.m. after Chiswick 6082. [T2201]

£195—1939 Standard 8 drop head foursome coupe, clean and economical, taxed year; £425. down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 Standard 8 sal., overhauled, grey; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1014]

1954 (July) de luxe Standard 8 with heater and extras, taxed for year; £555.—Tel. Riverside 3789 before 6 p.m. after Chiswick 6082. [T2201]

£195—1939 Standard 8 drop head foursome coupe, clean and economical, taxed year; £425. down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1937 Standard 8 saloon, excellent throughout; £185; 3 months' guarantee, terms and exchanges. [C1024]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4094]

1938 Standard 8, excellent condition; £159.—Aces of Spades, Great West Rd., Hounslow 5476. (Osterley Tube Station). Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [C2050]

STANDARD 9

1937 Standard 9 saloon, excellent throughout; £185; 3 months' guarantee, terms and exchanges. [C1024]

H. A. SAUNDERS, Ltd., offer:-

1948 Standard 12 convertible coupe, black, brown upholstery, heater, many extras; £495. [C2027]

836—Standard 12 convertible coupe, black, brown upholstery, heater, many extras; £495. [C2027]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

£355 1947 Standard 12 de luxe saloon, beautiful small mileage condition, the finest we have recently had; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 100-125, High Rd., Finchley, N.12, Finchley 2211. East Finchley Underground.

1948 Standard 12 sun saloon, beige and maroon, brown hide, heater, etc. Any examination welcomed. 3 months' guarantee; £375; terms and exchanges.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3365. [C1014]

£225 1959 Standard Super 12 drop head four-seater coupe, very smart, clean condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 Standard 12 de luxe, grey, radio, twin spots, blue leather upholstery, sun roof, in superb condition; £375.—Hillwood Motors, Mill Hill (London), 4252. Open 9-6 Mon.-Sat. [7064]

1948 Standard 12 drop head coupe, black with blue leather, an immaculate car throughout; £345.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

STANDARD 14

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1948 Standard 14 saloon, taxed, specimen car; £565.—Metropolitan Motors, Horn Lane, Acton, W.3. Acora 5064. [C3080]

1948 Standard 14 drop head coupe, excellent condition; £585.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1948 Standard 14 saloon, black with red leather, one owner, excellent condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kib. 8104. [C4053]

1948 Standard 14 saloon, one careful owner from new, 20,000 miles only, in perfect condition both inside and out; £395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

STANDARD VANGUARD

CAR MART, Ltd.

1951 Standard Vanguard saloon, heater; £575.—Car Mart, Ltd., Welsh Harp, Edgware Rd., Hendon 6500. [C1039]

B. J. EUNTER, Ltd., offer:-

1953 Vanguard saloon, series II, fitted radio, etc.; £675.

1952-3 2 from £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

PHENIX MOTOR CO. (SURREY), Ltd., offer:-

1951 (Oct.) Standard Vanguard saloon, grey with grey interior, fitted heater and loose covers, in exceptional condition throughout; £525.

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C5044]

SKELLY'S OF MOTHERWELL. Tel. 1560, offer:-

1951 i.h.d., heater, wing mirrors, taxed until end of year, new tyres, one careful owner since new, genuine 18,000 miles; since new; £410. [7060]

1952 Van, 20,000 miles black, not yet registered.—Sloane 5946. [7173]

1953 Vanguard Phase II, 9,000 miles, leather, heater; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.5. Hampstead 2100-8676. [C4006]

1953 Phase I Vanguard, black, heater, one owner, excellent condition; £565.—Hendon 5359 and 6460. [C2074]

£350—Standard Vanguard saloon 1949, good condition, well maintained, owner posted abroad.—Tel. Tatworth 2020. [16907]

1950 Standard Vanguard, grey, red leather, radio and heater, exceptional condition; £425.—Tel. Watford 7531. [C1038]

1951 Standard Vanguard saloon, heater, leather, loose covers; £495.—Head Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8978/8405. [C3048]

1953 Vanguard Phase II, 7,000 miles, cost with extras £925, as new; £695.—Blue Star, 364, Kensington High St., London, W.14. [7008]

1953 (Nov.) Standard Vanguard estate car, 4-door, every extra, chauffeur kept, 7,000 miles; £795.—Tayor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), offer a selection of Standard Vanguards with a written guarantee plus two free after-sales service vouchers.—Battersby 2255. [C3022]

1950 Vanguard saloon, heater, bargain, in really good condition; £565; part exchange and same finance terms, one-third deposit, balance up to 24 months.—Bucks Motor Co., Ltd., Great Western St., Aylesbury. Tel. 164 5. [7217]

'52 Vanguard, grey, 14,500 miles only, fitted with overdrive, radio, heater, Arc Rimblissers, seat covers, log book showing regular maintenance and complete history, a very genuine and exceptional car; any trial or examination welcome; £625, h.p. terms and exchanges.—Mitchell Eskimo, 105, Queensway, Bayswater, W.2. Bayswater 5925. [7189]

XXX 1951 (October) Standard Vanguard saloon, very attractive car finished in black and chrome, fitted with heater, immaculate appearance, delightful performance, recommended with every confidence, written guarantee; £515, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 6612. [C2005]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6401. [W4018/R]

A LMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse 2676. [W5016]

CASH buyer seeks low-mileage Vanguard with over-drive, 1952 up; full details please to—Box 7193. [6936]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [C0052/R]

Standard Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard—Hampstead (Tube), N.W.3. Ham. 6401. [W4018/R]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 3000.—Seven Sisters Rd., Tonbridge, Kent. N.15. [1018/L/R]

Standard Spares and Service

15 Standard cars being dismantled, most pre-war types.—"Motolympia," Oswestry (Tel. 4825). [W4023/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1936 onwards; quote commission number when ordering.—**WHITE'S GARAGE, Ltd.**, Standard and Triumph Distributors, Grimsby. Tel. 5466. [0475/R]

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Saloon, Leeds 2. Tel. 2943. [C091/R]

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774]

XXX H. F. EDWARDS offer immediate cash for good Standard cars—Details, phone 200, Great Portland St., London, W.1. Tel. Lansham 0012. [W2005]

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4844); and Prince's Drive, Colwyn Bay (Tel. 5332). [0359/R]

STANDARD spares all models from 1935 (replaced since 1938), complete overhauls, reconditioning, recirculating—Puttocks, Ltd. (S.W. Surrey distributor), Alexander Terrace, Guildford 5391. [14251]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911). Full range of spares; phone, write or call; order displayed immediately.—59-43, Eden St., King's Lynn 5151. [0286/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery or reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R]

STUDEBAKER

RHD 1952 Champion 4-door saloon, low mileage.

RHD convertible drop head coupe, power-top.

LHD 1952 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.5. Kensington 4858. [C4028]

SUNBEAM

WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam Alpine roadster, alpine mist, 11,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

SUNBEAM Dawn 12hp, one owner, splendid condition; £145.—Tel. Western 1497 or 0877.—Ball, 155, High St., Kensington. [7200]

SUNBEAM-TALBOT

SUNBEAM Alpine

2-seater ex-demonstrator, very low mileage, as new; £1,095.

DEMONSTRATION, part exchange, H.P. terms. Also sun finish; £1,095.

SUNBEAM-TALBOT foursome coupe, demonstrator.

MESSRS. Roots, Ltd., 129, Deansgate, Manchester. Tel. Bla. 6677. [6564]

B. J. HUNTER, Ltd., offer:-

1952 Sunbeam-Talbot 90 coupe, fitted radio, heater, unmarked; £695.

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £595.

J. H. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TOM GARNER, Ltd., offer:

1952 Sunbeam-Talbot 90 coupe, fitted radio, heater, unmarked; £695.

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £595.

EASTON MARTIN, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2265-6-7. [C2020]

TOM GARNER, Ltd., offer:

1954 Sunbeam Alpine roadster, Coronation red, used show purposes only, 5,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2265-6-7. [C2020]

1950 Sunbeam-Talbot 90 beige with brown leather interior, one owner, fitted heater; £525.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester 13. Tel. Ardwick 2950. [C2076]

1950 Sunbeam-Talbot 90 beige with brown leather interior, one owner, fitted heater; £525.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester 13. Tel. Ardwick 2950. [C2076]

SUNBEAM-TALBOT

AUTOMOBILIA, Ltd., offer:-

1952 (May) Sunbeam-Talbot 90 4-door de luxe sunshine saloon, pastel green, red leather interior, low mileage, excellent condition; £725.—Automobiles Ltd., Pippbrook Garage, Dorking 4504. [C1025]

HAROLD SIMONS, Ltd., offer:-

1950 Sunbeam-Talbot 90 saloon, one owner, black, sound, reliable and good appearance; £565; 3 months' written guarantee, free service after sale; deferred exchanges, trade enquiries welcomed.—**HAROLD SIMONS, Ltd.**, 57-59, 50, High Rd., East Finchley (Finchley Tube). Finchley 052-5-4. [C4065]

WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mark II saloon, green, 9,000 miles; £1,025.

1954 Sunbeam-Talbot 90 Mark II convertible coupe, black, 200 miles; only £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:-

1953 Sunbeam-Talbot Alpine, low mileage, immaculate condition; £725.—Portsmouth 5955-2-3. [C4001]

PETER BANTOCK CAR SALES offer:-

1948 Sunbeam-Talbot 2-litre sports saloon, black/white; this car has only done 29,000 miles, genuine and is in outstanding condition; £495.—104, High Rd., Chiswick 2725 5870. [C1014]

HENDON CENTRAL GARAGE, Ltd., offer:-

1952 Sunbeam-Talbot 90 saloon, fitted heater, taxed year, in excellent condition; £725.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1954 Sunbeam-Talbot 6.g.h. coupe, indistinguishable from 90 saloon.

1954 Sunbeam-Talbot Alpine Roadster, mileage under 1,000; £1,150.

1952 Sunbeam-Talbot d.h. coupe; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2022]

1949 (October) Sunbeam-Talbot 90, black, good condition; £525.—Apply Box 723. [C4060]

1952 Mark II 90 sal., green/beige leather, radio, 55,000 miles; £725.—May 5242. [C4085]

1947 10hp sal., metallic grey/grey leather, radio, heater; £425.—May 5242. [C4050]

1939 Sunbeam-Talbot 20hp; £225; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5222 and 5774. [C4054]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of

GUARANTEED used Sunbeam-Talbots.

A SELECTION from our stock:-

1950 (March) 8 Talbot 90 Mark I saloon, Alpine Mist, grey leather, radio, heater, 36,000 miles only; a very attractive car; £525.

A (September) for immediate delivery, new Sunbeam-Talbot convertible coupe at list price.

IRE purchase facilities and your car wanted in part exchange for any new or used vehicles.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, 15th St., Sutton, Surrey. Vigilant 1121. [C4044]

395—Sunbeam-Talbot, 1947 2-litre sports tourer, carefully used; terms, exchanges—Rowland Smith, below.

395—Sunbeam-Talbot 10, late 1946 sports saloon, sliding door, leather, radio, heater, 10,000 miles; terms, part-exchange, etc.; open 9-5 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

£745 1947—Mark II Sunbeam-Talbot 90 saloon, 1952 model, with heater and wireless, outstanding condition.

£765 1952 Sunbeam-Talbot 90 coupe, 1952, £625, in bronze with red leather, excellent mechanical order.

£650 1951—Mark II Sunbeam-Talbot 90 coupe, 1951, £650, Poly-vinyl hood and new Dunlop tyres and Lifeguard tubes, bills, etc., available for rental or servicing by Rootes agents, coachwork quite unblemished.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]

1950 Sunbeam-Talbot coupe, black/red leather upholstery, heater and radio; £575.—Dunham & Haines, Luton, 2100. [C1079]

1950 90 sunshine saloon, satin bronze, new tyres, loose covers, exceptionally clean car; £525.—Campbell-Symonds, Wembley 6262. [C1037]

1954 (June) Sunbeam-Talbot Alpine, 2,000 miles only, as new; £525.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester 5. Tel. Deansgate 5325. [C2026]

1951 Sunbeam-Talbot 90 fitted heater, one owner; £650.—Bells Service Garages 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

ARCHEE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot 90 Mark II saloon, black lawn leather, fitted heater, immaculate condition; £725.—94, Gt. Portland St., W.1. Lan. 1543. [C4015]

1952 Sunbeam-Talbot grey d.h. foursome coupe, one owner; 55,000 miles, radio, heater, 5 new Dunlop tyres; taxed; £715. terms, exchanges—Rootes Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558-9. [C1036]

1952 (June) Sunbeam-Talbot 90 saloon, sapphire blue, radio, heater, screenwashers, one owner, taxed year, mileage 23,967; £685.—Neale, Chies, Dene Way, Reigate 4196. [C1035]

1952 Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, 15,000 miles only, a specimen car; £775, trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

£599—Magnificent 1950 Sunbeam-Talbot 80 foursome drop head coupé, genuine specimen condition, only one owner, small mileage; 5 months' running guarantee—terms, exchange.

AMB'S OF WOOD GREEN, Finchley Showrooms, L. 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052]

1950 Sunbeam-Talbot 90 green drop head coupe, immaculate condition, seat covers, any trial offers.—Edwards, Bridge Stores, Upper Boat, N.1. Cardiff. Tel. Treloref 2025. [C1672]

1954 Series Alpine 2-seater, in blue and red, 2-seater, radio, and many extras; accept £885.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

SUNBEAM-TALBOT convertible, first registered February 7, 1950; one owner, H.M.V. radio, heater, colour bronze, excellent condition throughout; £855.—Loxham, Seddell Cross, Blackburn. Tel. 7116. [C1690]

1946 Sunbeam-Talbot 10 saloon makers' reconditioned, engine, fitted, magnificent order throughout, sincerely believed to be the finest example on offer to-day, three months' guarantee; £425.—C. & W. MOTORS Ltd., Queen's Head Garage, East C. End Rd., N.3. Finchley 6236 (5 lines). [C1061]

ROSE & YOUNG, Ltd., offer Sunbeam-Talbot Alpine sports, 5,000 miles only, fitted radio and heater; new, Alpine mist; £965—65.95. Sternhold Ave., Streatham Hill, S.1 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

1939 Sunbeam-Talbot 10hp sports saloon, very good condition, black and white leather interior, mechanically good, and trial; £229 or £80 deposit, balance over 18 months; exchanges, insurance, write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

1951 (June) Sunbeam-Talbot 90 coupe, bronze with red leather, 29,000 miles, one owner, radio, heater, radiator wind. twin spot lights, new tyres. Life-guard trim, front screen, wire wheel tax disc; £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, 3431-2. [C3058]

XXX 1952 Sunbeam-Talbot 90 Mark II sports saloon, most attractive one-owner car finished in black with red leather upholstery and fitted with heater and sliding roof, delightful performance, immaculate appearance, writing guarantee; £725; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

Sunbeam-Talbot Cars Wanted

ROOTES.
DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3335)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned S.-Talbot 90—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2057]

ALL Sunbeam-Talbot models wanted urgently, inspection arranged anywhere in the country.—GORDON CARS (LONDON), Ltd., 26, Northend Rd. (Opposite Golders Green Station), N.W.1. Speedwell 51045. [C1704]

ALMOST new Sunbeam-Talbot required at once—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C1903]

PRE-WAR Sunbeam-Talbot 10hp coupe wanted, privately.—Tel. Larkswood 8259. [C1720]

RICHARDS & CARR buy Sunbeam-Talbot—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

JACK GOLDING & Co. (MOTORS), Ltd., wish to purchase Sunbeam-Talbot coupe 90, 1951 model. 5242. [W3050]

URGENTLY required 1949-53 Sunbeam-Talbot 20 or 30 seccoms—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1973]

H. F. EDWARDS offer immediate cash for good Sunbeam-Talbot cars.—Details, post to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co. Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 45381. [0465/R]

TALBOT

XXX Chipstead Motors Ltd.—French Talbot.—See our advertisement under "Sports Cars". [C1049]

195 gns.—Talbot 10, 1938 model foursome drop head coupe; terms, exchanges; list; open 9-7 weekdays and Saturday.—Richard Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-56, included ambulance—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs—27, Southfields Rd., S.W.18. Windley 1612. [0896/R]

TRIUMPH

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY.—The Hire Purchase specialists.

1949 Triumph 2,000 roadster, in really immaculate condition throughout, mechanically far above average value; £1,000 fitted, one careful owner; only 499mns. or £131/19 per month.

HIRE Purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor car or car; always 200 cars under £1,000 to choose from.

RAYMOND WAY, 10, Canterbury Rd., Kilburn, N.W.4. Tel. 29439. [0302/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R]

DISMANTLING—6 Triumphs, 1937 Gloria 12.4, 1938

16.6 and 10.8, 1935 10.8, 1930 52 Shps; small parts rapid c.o.d. post; over 1,000 other cars.

Sufficient address: "Motolympia," Welshpool (Tel. 2027). [0624/R]

Triumph Spares and Service

LARGE stockists of Triumph spares and replacement units.—W. A. Day (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R]

DISMANTLING—6 Triumphs, 1937 Gloria 12.4, 1938

16.6 and 10.8, 1935 10.8, 1930 52 Shps; small parts rapid c.o.d. post; over 1,000 other cars.

Sufficient address: "Motolympia," Welshpool (Tel. 2027). [0624/R]

UTILITY CARS

TH

EUTILITY VEHICLE CENTRE offer:-

ROLLS-BENTLEY 4½ shooting brake, chassis rebuilt by 1951 by agents, magnificent 4-door oak and ash body upholstered in grey hide, fold-flat seats.

1953 low mileage, as new.

AESTATE cars, station wagons, etc., always in stock.

enquiries invited.

100 Great Portland St., London, W.1. Langham 5044-5 (Private Branch Exchange). [C4072]

GUY SALMON AUTOMOBILES offer:-

1952 Armstrong Siddeley pick-up, 15,000 miles, only excellent condition; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4091]

CAMDEN MOTORS offer the following estate cars:-

STANDARD Vanguard 4-door estate car, 1951, full

leather, built-in heated wipers, one previous owner, used for private and pleasure motoring only and in very outstanding order. £595.

STANDARD Vanguard utility 1951, 2-door model.

ALVIS 14hp estate car, 1948, 4-door model with built-in radio, heater, Windtunes, pass lights, flush folding rear seats, leather upholstery; a most attractive vehicle, excellent performance and very good petro. £495.

CAMDEN MOTORS, Leighton Buzzard 2041, write for

catalogue, open till 8 p.m. [C1035]

PRIVATE owner offers 1951 Lea-Francis estate car in superior condition, 34,000 miles; £675.—Tel. Perth 2942. [7125]

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6245-6. [C1062/R]

FOR sale: Humber Snipe utility, well registered in exceptional condition, £350.—Great North Rd., Woodhouse Farm, Kidderminster. Tel. Blakenhead 24. [C1693]

HILLMAN 10 1947 estate car, in exceptional condition, good tyres, very nice mechanically; £595. terms, exchanges.—Finchley 7500. [7139]

HUMBER Super Snipe shooting brake (1946), little used and carefully maintained, 4-door oak body.—Applby Bursar, Harlaxton Manor, Grantham, Lincs. [7101]

MORRIS J type Dormobile, March 1954, standard. Martin Walter conversion, 1,000 miles from new. E. Clayhoun & Co., Ltd., 37, Hallgate, Doncaster. Tel. 5414. [7071]

1951 Vanguard estate car, grey, red leather, heater, radio, one owner; first offer of £595 secures.—Squire, Fotheringhay, Peterborough. [7124]

BEDEVILLE Dormobiles by Martin Walter: a few low miles in stock. Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. Re-open 9th. [C5013]

G & M ALFREDS (1936), Ltd.—1948 1½-litre Riley utility, wooden body, outstandings shape and condition—£6-7. Warren St., W.1. Euston 3268. [C1005]

1951 Bradford utility, heater, bench-type rear seat, fitted carpets, one owner, exceptional condition. £100.—Hillside Garage, Hillside 6671-2. [C1020]

MAYFAIR GARAGES, Ltd.—Triumph 1954, 16hp timber body, bronze/beige almost new tyres, one owner, new, carefully maintained, outstanding throughout. £195.—Balderston St., W.1. Mayfair 3104-5. [C5004]

ROYS AUTOMOBILES, Ltd., offer 1952 A70 wooden

utility, Ford 10, 1949 Vanguard 2-door estate 5 seats. £565. 1950 Ford 10 utilton, £525. 1948 Bedford 10 utility, £295. 1949 Morris 10 utility, £285. another

Ford 8, £295. 1948 Bradford 195, 1950 Trojan, £195. 1948 Ford 8, £295. 1948 Alvis 14 shooting brake, £395. 1948 Minx estate, £365. 1951 A40 Countryman, £465. 1947 Austin 10 utility, £195. many others, including numerous good vans suitable for conversion, flat columns, tarpaulin, and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C5053]

Utility Cars Wanted

JOWETT Bradford utility required, also Bradford van.—Turnbull, Durngate House, Winchester. [W1019]

WHY accept less for your utility, estate car or shooting brake when you can get its full market value?

FERRARI OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2004]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

POST-WAR estate cars urgently wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [W3059]

BEDFORD Dormobile by Martin Walter wanted.—Motorists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. Re-open 9th. [W3018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 10

1946 (November) Vauxhall 10 de luxe, black, taxed year, beautiful condition throughout; £360. **MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea, S.W.1. [C5005]

Vauxhall 10 Cars Wanted

A LL Vauxhall 10 models wanted urgently. Inspection arranged anywhere in the country. **GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7046]

Vauxhall 12 Cars Wanted

A LL Vauxhall 12 models wanted urgently, inspection arranged anywhere in the country. **GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7047]

VAUXHALL 14

325 (pts.)—Vauxhall 14, late 1946 saloon, sliding head, leather, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

Vauxhall 14 Cars Wanted

VAUXHALL J. type, post-war, required, must be in first-class condition—168, Banstead Rd., South Sutton, Surrey. Vigilant 5004 (evenings). [7116]

VAUXHALL 25

£195!!! 1954 Vauxhall 25 de luxe saloon, beautiful specimen, carefully used; choice also 1956 at £95, and 1957 at £145; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. [C2052]

VAUXHALL WYVERN

1950 Vauxhall Wyvern, £445—L. F. Dove, Ltd., 65, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077]

1950 Wyvern, 29,000, radio, heater, etc., immaculate; £475—Nor. 4885 (day); Cun. 6610 (evening). [6974]

£495—Vauxhall Wyvern 1949 saloon, heater, recon engine, excellent cellulose, good tyres; choice two—**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (Soyds, Holland Park Tube). Exchanges, H.P. [C1017]

1950 Vauxhall Wyvern 4-door saloon, opalescent grey with brown hide interior, in almost new condition throughout, low mileage; £465, consider part exchange—14, Offington Gdns., Worthing. Swansea 849. [C4027]

PRIDE & CLARKE, Ltd.—1953 Vauxhall Wyvern saloon, grey red leather, heater, £699; 1952, cream beige, heater, £625; 3 months' guarantee; hire purchase, exchanges, terms—156, Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required—54, Stratford Hill, S.W.2. Tulse Hill 2673. [W3016]

ALL Vauxhall Wyvern models wanted urgently, inspection arranged anywhere in the country. **GORDON CARS (LONDON)**, Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7048]

VAUXHALL VELOX

RAYMOND WAY. **R**AYMOND WAY OF KILBURN.

RAYMOND WAY.—The Hire Purchase specialists.

1950 Vauxhall Velox saloon, finished in two-tone grey with red leather upholstery, reconditioned engine fitted at 27,000 miles, extremely economical to run, taxed December, heater fitted; 459kms. £121/19 deposit.

HIRE PURCHASE terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

AUTOMOBILIA Ltd., offer—

1952 (June) Vauxhall Velox 4-door de luxe saloon, desert sand, radio, heater, screen washers, Radio attachment, underseat, excellent condition; £625. **AUTOMOBILIA**, Ltd., Pipperton Garage, Dorking, Surrey. [C2059]

HAROLD SIMONS, Ltd., offer—

1953 Velox, unblemished, heater, screen washers, etc., one owner; £735, three months' written guarantee; free service after sale, deferred, exchanges; trade customers welcome—**HAROLD SIMONS**, Ltd., 397-401, High Rd., E. Finchley, N.2 (at North Circular Crossing, three minutes trolleybus, East Finchley Tube). Finchley 0052-54. [C4065]

GLANFIELD LAWRENCE offer—

1952 (July) Vauxhall Velox saloon, bronze, heater, £645—407, High Rd., N.12. Finchley 0091. [C2053]

HENDON CENTRAL GARAGE, Ltd., offer—

1948 Vauxhall Velox saloon, fitted heater, taxed year, good condition throughout—C. Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

£465!!! 1950/1 Vauxhall Velox de luxe saloon, beautiful condition throughout, only two owners; choice two—Below.

£646!!! 1952 Series Vauxhall Velox de luxe saloon, maintained condition, car in used, only two owners; also choice another in brand new condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. [C2052]

1950 Velox saloon, with quality test warranty; £465 or terms—**Capital Motor Co.**, Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. [7118]

VAUXHALL VELOX

1954 Vauxhall Velox (March), green, radio, heater, Redex 1954 Lubrocharge 7.6/1 compression head, one owner, 8,500 miles, 29 mpg, licensed 31.12.54, perfect throughout, one engineer owner; £780.—Box 7513. [6972]

1949 Vauxhall Velox saloon, fitted radio and heater, in exceptional condition; £425, part exchange and new finance terms; one-third deposit, balance up to 24 months.—**Bucks Motor Co.**, Ltd., Great Western St., Aylesbury. Tel. 164-5. [7218]

1953 (April) Vauxhall Velox, green, radio, heater, screen washers, electric clock, running lights, etc., 11,000 miles, one owner, £745, exchange and terms.—**Palmers**, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 5963. [C3034]

1952 (Feb.) Vauxhall Velox, black, grey and red interior, heater, screen cleaner, fog lamp, 25,000 miles, recently decarbonised and fitted with new tyres and battery, excellent condition—**Monaco**, 55, Southampton St., Farnborough, Hants. Tel. 1566. [7169]

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once—54, Stratford Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1 Grosvenor 4328. [0017 R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black, brown interior, body condition good, mechanically sound; £495.

1948 Vauxhall Velox, black, brown upholstery, tyres good all round, body in good condition; £425.

1947 Vauxhall 12, black, brown upholstery, good mechanical condition, body very clean; £365.

1948 Vauxhall 12, black, brown upholstery, good condition, let us know of your requirements. Tel. Uxbridge 6432-5, Gregory's, E.bridge. [0039 R]

GRAHAM BROTHERS (MOTORS), Ltd., Main Street, Didsbury, Didsbury 15. Piccadilly, Manchester, for sales service and parts. Depots at Ashton (Ashon 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wilmslow 4932). [0283 R]

Vauxhall Miscellaneous Cars Wanted

RICHARDSONS & CO., Ltd., 35, Kinneerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Volkswagen.

—Great West Rd., Brentford, Middlesex. Tel. 5841. [W3041]

REQUIRED, really good Volkswagen.—Edwards, Ambury Lane, Harpenden, Herts. Harpenden 116. [W2009]

V&F MONACO MOTORS.—The Volkswagen S.W.2. Tel. 4414. [0300/R]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2561. [0375 R]

£635—1953 (November) Volkswagen de luxe saloon, 5,000 miles—Woking Motors (Maybury Hill), Ltd., Woking 1925. [C4057]

1953 de luxe saloon, in metal blue, mileage 6,000; Rd. Hove, Hove 34037-8. [C4058]

1954 low mileage de luxe saloons in stock—Ralph Farhams, Specialist in Volkswagen, East St., Barnet, Surrey. Tel. 5494. [C1052]

1954 saloon de luxe, only 800 miles, also one model for immediate sale—Lodoxards Garage, Ilford Lane, Ilford, E.13. Tel. Ilford 5150. [0369]

V&F MONACO MOTORS, the only Volkswagen specialists in London offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Bellfield, Bellfield 1000. [C4054]

V&F Large selection of used Volkswagens always available—Below.

V&F MONACO MOTORS, Astwood Mews, Courtfield Rd., S.W.2. Tel. 4414. [0362 R]

Volkswagen Cars Wanted

RICHARDS & CARR, Ltd., 35, Kinneerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Volkswagen.

—Great West Rd., Brentford, Middlesex. Tel. 5841. [W3041]

REQUIRED, really good Volkswagen.—Edwards, Ambury Lane, Harpenden, Herts. Harpenden 116. [W2009]

V&F MONACO MOTORS.—The Volkswagen S.W.2. Tel. 4414. [0300/R]

Volkswagen Spares and Service

VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires—79-85, Davies St., entrance in Weighhouse St.). Tel. May. 6718. [0647]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2561. [0395 R]

KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Bromley, Ray. 3456. [0395]

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Wellington 7008) branches have factory trained mechanics and offer full service with repairs and parts facilities. [0355 R]

WILTON

1921 Wilton 2-seater sports, remarkable condition, excellent tyres, £495.—Garage Service Co. Ltd., 1013, Finchley Rd., Golders Green, N.W.3. Speedwell 7008. [C2019]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

1953 Wolseley 6/80, black, 20,000 miles, one owner, carefully used; £725.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5511, and 12, Chelsea Manor St., S.W.3 (Plaxton 5181). [C4046]

DICKS 1948 Wolseley 6/80 saloon, very fine order throughout; £350.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Gladys Vale 6363-9. [C1022]

J. DAVY, Ltd.

680 saloon; this one-owner car is superlatively refinished in black cellulose and fitted with reconditioned engine, interior unmarked, general condition equivalent to a new car and shows a considerable saving at £625.

OTHER Wolseleys including late model 680 and 4.44 available from J. Davy, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069]

RAYMOND WAY.

RAYMOND WAY, the hire-purchase specialists.

1949 Wolseley 680 saloon, black coachwork with brown leather upholstery, replacement engine recently fitted, £725. [C4049]

HIRE PURCHASE terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars on display to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

GUY SALMON AUTOMOBILES offer—

1949 Wolseley 6/80 saloon, black, brown upholstery, nominal mileage, heater; £495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

WOLSELEY 6/80 saloon (July 1954), maroon, 1,500 miles. £875.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4464. [C4022]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Wolseley 4/44, 5,000 miles only, colour black; £795. MARLBOROUGH Works, Kenton. Tel. Wordsworth M. 7805. (5 lines).**PHOENIX MOTOR CO (SURREY), Ltd., offer:****1948** (March) Wolseley 18hp saloon, black, brown leather, reconditioned engine recently fitted; £365.**PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121.** [C3043]**1938** Wolseley 12 saloon; £230; 3 months' guarantee; terms and exchanges.**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774.** [C4054]**1953** Wolseley 4/44 saloon, black, one owner, in excellent order throughout; £790.**LYNNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401.** [C2058]**1950** Wolseley 4/50 saloon, black, radio, heater, £525.—Hale Motors, Ltd., Tot. 7771/1. [C2077]**B**ARBERS OF WOOD GREEN, Finchley Showrooms, L. 421-423 High Rd, Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]**1954** Wolseley 6/80 saloon, metallic green, H.M.V. radio, genuine 5,000 miles only, guaranteed; £825.—Campbell Symonds, Wembly 6262. [C1037]**1952** Wolseley 6/80 saloon, grey, green interior, seat covers 18,000 miles; £895.—Robbins, East Putney. Tel. 7581. [C3030]**1950** Wolseley 6/80 saloon, 13,000 miles only, paid up long period; reasonable offers or part exchange. R. W. Estill, 124, Clifton, York. Tel. 53230. [C4018]**1953** (Oct.) 6/80 Wolseley saloon, green, covers, spare unused, practically new condition; £695.—Dobsons Ltd. (Wolseley Agents), Staines 801. [C1074]**1947** (Oct.) Wolseley 8, exceptionally well cared for, reconditioned engine, 26,000m., extras including radio; £990.—Banstead Rd, South Sutton, Surrey. Vigilant 5004 evenings. [7114]**1939** Wolseley 18 saloon, original, good; £195; terms and exchanges. Royal Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube, Camden Town Station.) Euston 2700 and 8894. [C3039]**1954** Wolseley 6/80 saloon, back fitted radio, one owner, 4,000 miles, as new; £850.—Walker & Ward, Ltd., Warwick Place, Cheltenham. Tel. 3814 and 3816. [7076]**1953** (Aug.)—Wolseley 12, 1937 de luxe saloon, sliding head, leather, good tyres; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

WOLSELEY

1950 Wolseley 6/80, black, brown upholstery, kept, just 1,000 miles, cost; £525.—Brookside Motors, Mill Hill (London) 4232. Open 9-3 Mon.-Sat. [7076]**N**ATIONAL & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (few minutes Clapham Junction), offer a selection of Wolseley 6/80s with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C3022]

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]**

Wolseley Cars Wanted

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Wolseley Cars Wanted

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 1950 years. [C5010/R]**WEST LONDON MOTOR MART** offer a large selection of vehicles mostly under £150, deposit from £25, immediate hire-purchase and insurance facilities. [C5010/R]**WEST LONDON MOTOR MART**, Ealing Rd., West Rd., Brentford, Mdx. Ealing 5849. [C5041-R]**MAKIN & HARRISON OF CHISWICK**—Good selection of popular makes; car, van, motor cycle, motor cycle or combination; h.p. terms to suit your pocket!—Write, phone or call and suggest your own requirements. 492-6, High Rd., W.4. Chiswick 0554. Open week-days until 7 p.m. [C5071]

Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]**R**F you wish to sell your car for cash, write, phone or call.**GEOERGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]****CASH FOR CARS**—Cars for—Smith's, 86, Chalk Farm Rd., N.W.1 Gul. 2767. [O824/R]**PRIDE & CLARKE, Ltd., the car and motor cycle buyers—Immediate cash offer any make, year or model. H.P. accounts settled; exchanges—Write, call or phone Br. 1911, Stockwell Rd., S.W.9. [O740/R]****MAKIN & HARRISON OF CHISWICK**—London's principal dealers in good & popular cars. H.P. a/c settled; exchanges—492-6, High Rd., W.4. Chiswick 0554 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W2021]

MOTOR CYCLES FOR SALE

SA COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase everything for the motor cyclist—364-368, High Rd, Leyton, E.10. [O341-R]

AMBULANCES

NEW and used, large selection from £100 according to equipment.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOTOR HEARSE

£1150 to £2150 complete Hearses Austin 16hp. Sheerline and A70, Humber, Rolls; attention address.**A**LFIE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [T1052]**1926** £195. 3 months' guarantee; terms and exchanges.**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Rowlandsbridge 1022. [C4054]****WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [O795/R]**

TAXICABS

1933 ex London Austin 12 taxi; £40, o.n.o.—Haslemere 2252. [T1175]

THREE-WHEELERS FOR SALE

1928 3-wheeler Morgan, in good order; £35 o.n.o.—Te Welbeck 3035 any evening to view. [T1555]

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

FORDSON 30cwt box van, good condition; £75. [C1074]**VINE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401.** [C2058]**1954 Morris Cowley pick-up, 5,000 miles, as new;** £525.**1947 Morris 10cwt van; £185.****1947 Austin 2.5 tons drop side lorry; £145; 3 months' guarantee; terms and exchanges.****JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774.** [C4054]**NEW Times Scut and 10cwt vans—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594-5.****£295**—1950 Vanguard truck with metal top, one owner, excellent condition; also comet blue saloon; exchanges terms—135, High St. South, East Ham, E.6. Gra. 2530. [C4032]**BRADFORD** vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [O284/R]**G & M ALFREDS** (1936), Ltd.—1951-52/5 series Ford 10cwt van; good van; above average order. 6-7, Warren St., W.1. Euston 3265. [T1053]**FORDSON 8 cylinder furniture pantechicon for sale; 6255, low mileage, metal Luton body.—Godfrey's, 11, Seaside Rd., Eastbourne.** [T1054]**1952 Austin A40 10cwt gown van; £375; also 1950 Morris J type 10cwt van; £260; guaranteed, exchanges and terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034]****1952 Jowett Bradford 10cwt van, primer grey, one owner, very good condition; outstanding value; £275.—Trinity Cars, Ltd., 54, North Side, Wandsworth Common, S.W.18. Vandye 1166.** [C4034]**JOWETT** Bradford de luxe van with windows, good condition; £225.—Brooks Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1043]**R OYS AUTOMOBILES, Ltd., offer: 1951 A40 plain van, £195; 1949 Trojan plain van, spacious van, £195; 1949 Ford 10, £195; another £175; 1947 Ford 8, £165; another £150; 1947 Bedford 10/12cwt plain van, £195; 1949 Austin 3-way 25/30cwt van, £295; 1948 Ford 10/12cwt truck, exceptional, £150; many others including numerous utility vans; all colour; trade enquiries welcomed; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059]****Commercial Vehicles Wanted****FORD** 10cwt van, in good order—Eric Hayes, Ltd., 15, Bishopsgate Rd., W.2. Paddington 5728. [T1023]**R OYS** always good buyers of vans and utility vehicles—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059]**GOOD class caravans for hire on attractive sites at Cromer Point, Exmouth April to September.****A**LL sizes available, consisting mainly of light-weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon.**MARTINS CARAVANS** Co. (Exeter), Ltd., Countess Weir, Exeter. Tel. Topham 3691 (2 lines). [C329]**HIGH-CLASS** mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 301. [C558]**MODERN** touring caravans, all sizes, from £3 per week.—Sparrow, 20, Ongar Rd., Dunmow. Essex Tel. 7. [C4780]**CARAVAN EQUIPMENT****WORTH** caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jervy Wadsworth & Son, Ltd. Ringtons, Yorkshire.**TRAILERS****PRATT** trailers, 3 to 6cwt carrying capacity, for touring camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [C5047/R]**WOODROYD TRAILERS**—Strong light, low and hard wearing—standard model. Actv capacity £28 delivered; write for specification.—Woodroyd Trailers, Millbrook, Stalybridge. Tel. 2411. [C2879]**LONDON** stockists of Brookhouse and Tasker trailers for private and commercial purposes from £30.**delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. (3 mins Morden Tube Station). Liberty 8221-8 lines** [C161/R]**CARAVAN ACCESSORIES****CAR** makers approve Witter towing brackets—Witter.**TOWING** brackets, over 80 designs from stock.—B Dixon-Bate, Ltd., Chester. Tel. 24034. [C0376/R]**TRAILERS****PRATT** trailers, 3 to 6cwt carrying capacity, for touring camping, farming, boating, etc.—Pratt.**WOODROYD TRAILERS**—Strong light, low and hard wearing—standard model. Actv capacity £28 delivered; write for specification.—Woodroyd Trailers, Millbrook, Stalybridge. Tel. 2411. [C2879]**LONDON** stockists of Brookhouse and Tasker trailers for private and commercial purposes from £30.**delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. (3 mins Morden****Tube Station). Liberty 8221-8 lines** [C161/R]

NEW CARS FOR SALE

A.C.

RAYMOND WAY, the hire purchase specialists.
RAYMOND WAY, for your new A.C. Petite, immediate delivery, choice of colours: £329 16s., or £66 deposit; cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044, open 9 to 8 six days a week. [0776/R]

PRIDE & CLARKE, Ltd.—Immediate delivery of the A.C. Petite; exchanges, terms.—158 Stockwell Rd., S.W.9. Brixton 6251. [IN3068/R]

RUDDS OF WORTHING, A.C. distributors for Ace sports and 2-litre saloons; service and spares.—Adjoining Central Station, Worthing 7775/4. [0440/R]

GEORGE GROSE for your new A.C. Petite, from stock on unbeatable hire-purchase terms; demonstration cars available.—Ludgate Circus, London, E.C.4 or £54. High Rd., Finchley, N.12. Tel. 2149. [0454/R]

ALLARD

ALLARDS MOTORS, Ltd., Main Distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6431.

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists. **O**FFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, No. 10, Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [IN307/R]

KINGSTON-ON-THAMES—Alvis sales and service—G. W. Wilkin, Ltd., 1, Weston Park, Tel. Kingston 8104.

MANCHESTER—Alvis main agents; sales and service—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc 19, Rus. 2874-5. [0825/R]

Scottish Distributors—Alvis "Grey Lady" saloon and coupé; early delivery—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0731/R]

ARMSTRONG SIDDELEY

ARNES OF Albemarle St., for the magnificent Sapphire, quick delivery, demonstrations at any time, anywhere—Hyde Park 9323, next to Brown's Hotel. [0991/R]

GUY SALMON—New Armstrong Siddeley Sapphire saloons, choice of colours: we invite you to handle our demonstration car.

PORTSMOUTH Rd., Thames Ditton, Surrey. Emberbrook 555.

HENLYS, Ltd., 1-5, Peter St., Manchester—Armstrong Siddeley Distributors for Lancashire and part Cheshire. Tel. Blackfriars 7843.

CLARKE'S OF PIRBRIGHT for the Sapphire: 24-hour service Guildford and Woking district—Pirbright, Surrey. Brookwood 2301-2. [IN1049]

STEARNS & Co. (CAR SALES), Ltd., offer immediate delivery of Sapphires—254, Brompton Rd., S.W.3. Ken. 6081. [IN638]

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists—Immediate delivery of Sapphire; part exchanges—Station Rd., Harrow 0022.

CHEAM MOTOR & ENGINEERING CO., Ltd., Arundel Dealers for Armstrong Siddeley—Demonstrations, parts and service—Ewell Rd., Cheam, Surrey. Vigilant 0125.

PASS AND JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire—184-188, Gt. Portland St., London, W.1. Museum 1001. [0711/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges—74-78, Broadway, Bexleyheath, Tel. 1666. [0499/R]

THE enthusiastic owner-agent, Wilson's Automobilia & Coachworks, Ltd., offer immediate delivery of 4- and 4-light Sapphire saloons, electric and synchromesh box, wide colour range—34, Acre Lane, Brixton, S.W.2. Brixton 4011. 5, Dorking Rd., Epsom, Surrey. Tel. Epsom 3901. Demonstrations can be arranged at any time including Sundays. [0524/R]

ASTON MARTIN

ORGANS OF OXFORD, 5 count distributors, demonstrators in stock; very early delivery, insured—E. E. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59615-4. [IN1015/R]

AUSTIN

AARNEs. **A**FOR your new Austin car—28, Albemarle St., next to Brown's Hotel, Hyde Park 9323. [0992/R]

LOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon, S.W.5. Addiscombe 3066. [IN1077/R]

CM THE CAR MART, Ltd., London Austin distributors, accept orders for delivery in rotation—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

SHAW MOTORS Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night—Shaw Motors, Ltd., 668-678, Garratt Lane, S.W.17. Wim 3031-2-3. [IN4008]

AUSTIN

ROWLAND SMITH'S for Austin.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tubel), N.W.3. Hampstead 6041. [IN4018]

NEW A70 Hereford from stock—Elliotts of Bideford, Tel. 744, Austin Main Dealers. [IN699]

AUSTIN A40 convertible, black and red—Haskins, Laduroke 1155. [IN3027]

EVANS & KITCHEN, Birmingham, offer the finest selection of new Austins—Midland 2781. [0074/R]

IMEDIATE delivery A70 saloons; choice of colour; exchanges and deferred terms.

ANEKSTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Tel. Kingston 2131. [0205/R]

HERBERT & MILLS, Ltd., Austin A30, early delivery—Gt. Portland St., W.1. Langham 2506-7. [IN2056]

SMITH & HUNTER, Austin direct agents, immediate and near delivery; exchanges, deferred terms—Kensington High St., W.14. Western 2312. [IN4019]

RC WIMBUSH, Ltd., Austin stockists; part exchange and H.P. Austin stockists—312, Earls Court Rd., S.W.5. Fremantle 8401. [IN4056]

HILLINGDON MOTORS, Ltd., Austin direct agents, retail sales and service facilities—325-7, Long Lane, Western Ave., Hillingdon. Tel. Ubxbridge 8586. [IN2062]

SOUTHGATE area, N.13, N.14 and N.21—Direct agents for all models; open 8-6 week-days, Sundays 9-12.

SPRINGFIELD GARAGES, Pal. 5576-7; evenings, Pal. 8974—Winchmore Hill Rd., Southgate, N.14. [0247/R]

LAMBERHURST, Kent—F. J. Aards & Co., High Street, Garage, Tel. Lamberhurst 217. Youth Austin dealers. [0146/R]

PRIDE & CLARKE, Ltd.—Immediate delivery most models; exchanges, terms—297, Brixton Hill, S.W.2. Tel. 5664-5. [IN3068]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges—74-78, Broadway, Bexleyheath. Tel. 1666. [0247/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Austin models; exchanges and terms—54, Acre Lane, S.W.2. Tel. 4011. [0691/R]

IMEDIATE delivery new Austin A70 Countryman, list price £1,059 16s.—British & Colonial Motors, Ltd., 13-15, Upper St. Martin's Lane, London, W.1 (adj. Leicester Square Tube Station). Temple Bar 3588. [IN1027]

PRINCESS saloon, A70, A40, A50 and all commercial models—Pryme & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and Service to Austin exclusively—Brixton 1155. Streatham 7562. [0689/R]

MEBES & MEBES, Ltd. (Est. 1893), the direct Austin specialists for past 50 years. Early delivery of most models including commercial vehicles; part exchange and extended payments; always in stock a number of used Austin cars with B.M.C. warranty—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [IN3012]

PLANNING to buy a new Austin? For early delivery of a new A30, A40 saloon or Countryman A70 saloon, it is so convenient to make your choice from Ferraris of Cricklewood. Your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [IN2006]

AUSTIN-HEALEY

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer early delivery of Austin-Healey 100. [IN1001]

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialists; also sole distributors for Le Mans Tuning Kits in the United Kingdom—Address Donald Healey Motor Co., Ltd., Warwick. [IN591]

AUTO-UNION D.K.W.

SOLE Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-Six 986 c.c. car, saloon, fixed head coupe, 2-seater and 4-seater cabriolet models—A.F.N., Ltd., London Rd., Isleworth, Middlesex. [IN0456/R]

BENTLEY

CAR MART, Ltd., Welwyn 481-2-3, offer early delivery of Austin-Healey 100. [IN1001]

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialists; also sole distributors for Le Mans Tuning Kits in the United Kingdom—Address Donald Healey Motor Co., Ltd., Warwick. [IN591]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly) Grosvenor 5454. [IN1039/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE Station: Cheetham Hill Rd.

MANCHESTER 8. Tel. Blackfriars 2302. [IN506/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 4540. [IN569/R]

BENTLEY

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specials, also 1935—Rippion Bros., Ltd., Huddersfield 7070 (10 lines). [IN249/R]

B.M.W.

SOLE concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloons—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [IN2015]

BOND MINICAR

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributor, immediate delivery all models, cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044, open 9 to 8 six days a week. [0185/R]

PRIDE & CLARKE, Ltd.—Immediate delivery of the latest models of the Bond Minicar; exchanges, terms—158, Stockwell Rd., S.W.9. Brixton 6251. [IN3058/R]

BORGWARD

REQUESTS for literature and demonstration to F. Fairman & Sons, Ltd., Horley, Surrey. Quick delivery all models. Sole distributors for Surrey and Sussex. [IN311/R]

METCALF & MUNDY, Ltd., sole concessionaires for all Borgward cars, diesel and sports models and the new 2½-litre with optional Hansamatic drive; immediate delivery; nearly all models—280, Old Brompton Rd., S.W.5. Free 5471/0186-7. [IN2064]

BRISTOL

K. D. M. & CHERRINGTON, Ltd.

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OFFICIAL Bristol retailers.

K. D. M. & CHERRINGTON, Ltd.

NEW Brisols, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3 and 14/16, High St., Esher, Surrey. [IN1063/R]

BRISTOL in the Western Counties, new and used cars; service and spares; advantageous delivery, sole distributors—Charles Crickshank Motors, The Centre, Bristol. Tel. 25280. [IN351/R]

SCOTLAND and Northern England latest type 403 for immediate delivery; contact the enthusiasts—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [IN2072/R]

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [IN358/R]

CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [IN526/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13, Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588—Distributors for London and Home Counties. [IN1027/R]

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of A models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [IN1000]

C.M.I. CAR SALES

OFFICIAL agents Citroen cars, quick delivery; exchanges, hire purchase—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. [IN1051]

ACRES AUTOS, Ltd.

OFFICIAL retailers.

ALL models from stock, part exchanges and deferred terms—12, 13, 14, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909 and 11, Ascot Parade, Clapham Park Rd., S.W.4. [IN1028/R]

C.G. NORMAN & Co.

SOLO distributors for the County of London; early delivery—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [IN297/R]

JHON S TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to purchase from specialists—175 Westbourne Grove, W.11. Bay. 4274. [IN4058]

DAIMLER

DAIMLER Conquest and Century available from stock—Coventry & Jeffs, Ltd., Bristol 20091. [IN337/R]

SMITH MOTORS OF DULWICH for Daimlers—295, Rye Lane, S.E.15. New Cross 0462. [IN328/R]

DORKING MOTOR Co., Ltd., distributors, immediate delivery of Daimler Conquest—Dorking 2256.

DENHAM'S for Daimlers: Area dealers, sales and service—Portsmouth Rd., Esher, Surrey. Tel. Esher 3560. [IN491/R]

DAIMLER Conquest saloon for immediate delivery £1,511 5/10—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kent. 2241. [IN4058]

DAIMLER Conquest saloon, colour blue, immediate delivery—Brew Brothers, Ltd., 133, Old Brixton Rd., S.W.7. Fremantle 3333. [IN1082]

NEW CARS FOR SALE

D.K.W.

THE new Sonderklass D.K.W. car is now on show in the North, and is available for demonstration runs at Schenck Motor Engineering Co., Ltd., 165, Streftord Rd., Manchester 16. Tel. 0325. [N495]

FORD

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HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. **C**ONSULT H. Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042]

ROYAL SMITH'S for Ford.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4866/374; 374, Ealing 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. [N1066]

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

MAYFAIR and West End agent; all new Ford models; drive and try for yourself a 1954 Zephyr before taking delivery from.

RIPOCO, Ltd., 16 Albemarle St., W.1. Hyde Park 2952-34. [N3052]

R. C. WIMBUSH, Ltd., Ford stockists; part exchange, and H.P. facilities—512, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

RAYMOND WAY, the hire purchase specialists, for your new Ford cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0779/R]

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service, co-building insurance—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R]

PLANNING to buy a new Ford? For early delivery of a New Popular, Consul, Zephyr or Zodiac it is so convenient to make your choice from Ferraris of Cricklewood. Your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2009]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R]

HILLMAN

IMEDIATE delivery—New Hillman Minx Mk. VII Convertible, quartz blue with red interior: £190 deposit, taxed and insured, balance over 24 months. **T**HE Wheel Garage, Praa Sands, Penzance. Tel. Germore 3137. [N693]

SMITH AUTO CO., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. Croydon 4681. [0898/R]

ALWAYS prompt and efficient service from the Central London Rootes agents: favourable delivery for private and fleet orders.—Cattermoles (Garages), Ltd., 79/83, Pentonville Rd., N.I. TER. 1001. [04035/R]

HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 8541-2. [N3011]

HUMBER

BARNET area—Humber main dealers—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412]

MOTORISTS (LONDON) Ltd., for Humbers—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.15. Lee Green 8585. [0720/R]

PLACE your order now with R. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe; for early delivery—42, Queen St., Maidenhead. Tel. Maidenhead 8541-2. [N3011]

COME to see the new Humber Super Snipe finished in crystal green for immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Weston 3335. [N1085]

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CALL for a demonstration run in the new Humber Hawk—John Cowmorn (Garages), Ltd., Central London Rootes agents, welcome enquiries concerning the supply of the Humber cars. 79/83, Pentonville Rd., nr. King's Cross Station, N.1. Tel. 1001. [0404/R]

JAGUAR

ROYAL SMITH'S for Jaguar.

IMEDIATE delivery new Mark VII saloon.

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

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NEW CARS FOR SALE

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd. only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R]

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Services and Spares—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0682/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.C.1. (0600). Service Workshops and Spare Parts: 7, Fembriod Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-71). [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R]

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0151/R]

LONDON—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R]

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 5675-4. [0895/R]

YORKSHIRE—Distributors for Peugeot cars, early delivery. Sales and Service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 5331 (3 lines).

PEUGEOT, all models, immediate delivery; ring or write for demonstration; also for service facilities and parts.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0810/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.5. Paxton 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHE

EUROPEAN CARS, Ltd., Porsche retailers, offer for immediate delivery the latest 1950 hard top model.—129, Old Brompton Rd., S.W.7. Fremantle 7722. [0928/R]

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011.

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [0308/R]

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R]

RENAULT

1954—Renault 750 saloon; £599/15.4. WALTON-ON-THAMES MOTOR Co., Ltd., Walton/Twickenham 200. [0707]

LONDON—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0166/R]

A. UTOWORLD (WINCHESTER), Ltd., offer new Renault 750 saloon; exchanges.—Southgate St., Tel. 4965. [0110]

PRIDE & CLARKE, Ltd., Renault agents, immediate delivery; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [0308/R]

THE famous new Renaults 750cc and 2-litre Fregate saloons.—Distributors: The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. 5506

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R]

METROPOLIS GARAGES, Ltd., the Renault distributor for sales, service and spare parts for all models 1-31. MacLise Rd. (Olympia), W.14. She 5385-6-7. [0626/R]

RENAULT—Leicester and Rutland County distributors, 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519/20023. [0105]

YORKSHIRE—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 5311 (3 lines). [0836/R]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R]

RILEY

NEW Riley from Stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [0303]

1½-litre, delivery ex stock; one only.—Motrose Motors, Wembley 2636. [0685/R]

JOHN S. TRUSCOTT, Ltd., official Riley retailers, 175, Westbourne Grove, W.11. Bay. 4274. [04035]

SIMITH MOTORS, of Dulwich, for Riley's; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R]

RILEY

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0306/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [01018]

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer immediate delivery 1½-litre all colours.—49, Sloane Square, London, W.1. Tel. Sloane 4727. [01006]

NEW Riley—Try Motourists (London), Ltd., 10, North Rd., East Finchley Station, N.Z. Tudor 2301-2. [02013]

A. LPE & SAUNDERS LTD., Agents for Riley's, offer immediate delivery 1½-litre Saloon, open 9-10 a.m. to 4 p.m.—Provost Court, North Audley Street. Mayfair 2941. [01006]

IMMEDIATE delivery new 1½-litre Riley saloon; list price £1,205.10.—British & Colonial Motor, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5588. [01027]

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Pall Mall, W.1 (corner of Piccadilly). Grosvenor 3434. [01039/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd..

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R]

GROSE, Ltd., Northampton

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0249/R]

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HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R]

ROVER.

ODON MOTOR, Ltd., Barnet, Herts. Tel. Barnet 1144. [0302/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

M.A.N agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-6. [0245/R]

ELLIOTTS OF BIDEFORD, Rover distributors; delivery enquiries invited.—Tel. 744. [0700/R]

DORKING MOTOR CO., Ltd., main dealers, Dorking 75 and 90.—Dorking 2256. [01088]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [01018]

STEARNS & CO. (CAR SALES), Ltd., 254, Bromley Rd., S.W.5. Ken. 0081. Sales and service. [0673]

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Tel. 3456. [0287/R]

BEXHILL—F. Dodson, Ltd., Rover distributor, Sackville Garage, Middlesex Rd., Tel. 2382/3. [0951/R]

CROYDON Main Agents, Leathwood's Garage, 20, St. James's Rd., Croydon, Tho. 1228. [0605/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers: part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R]

NORTHANTSHIRE and North Bucks.—Groves, Ltd., Rover distributors and parts service.—Market Harborough. Tel. 4540. [0001/R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4342. [0866/R]

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [0140]

SIMCA

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [03040]

FAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town, Gul. 4141. [0091/R]

SIMCA

NEW Simcas, all models, largest selection; distributor—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232.3. [01063]

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [01018]

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payment.

A. UTMONDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [01037/R]

DAVIES MOTORS, Ltd., official distributor, recent demonstration car available; immediate deliveries, full service and spares available.—273, London Rd., Staines. Tel. 4211 (5 lines). [01080]

STANDARD

R. ROWLAND SMITH'S for Standard.

ALL models supplied, part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [04018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R]

JACK ROSE, Ltd., Standard and Triumph agents and stockists.

NEW Vanguard for immediate delivery.

HIGE St., Banstead Surrey. Burgh Heath 2367.7. [03056]

KJ MOTORS, Ltd.—Renown, TR2, Vanguard models, early delivery.—Bromley, Rav. 3456. [0220]

NEW Standard 8—Try Motourists (London), Ltd., 10, North Rd., East Finchley Station, N.Z. Tudor 2301-2. [02013]

VANGUARD and Triumph.—Try Motourists (London), Ltd., 10, North Rd., E. Finchley Station, N.Z. Tudor 2301-2. [02013]

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. P. Erskine & Sons, Ltd., Tel. Woking 350.

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay. 4274. [04055]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [02026/R]

PRIDE & CLARKE, Ltd.—Exchange your car now for new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [03068/R]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, chosen to complement the range of Lancashire Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [04022/R]

PLANNING to buy a new Standard? For early delivery of a new English Ten, Vanguard petrol or diesel, it is so convenient to make your choice from Ferraris of Cricklewood. Your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [02008]

MCKINNON MOTORS invite you to inspect the new Standard Ten saloon which gives you everything you require, four wide doors, wind-up windows, draughtless ventilators, front and rear, four-forward speed gear box, large locker, but separate spare wheel compartment, independent front-wheel suspension, large car 12-volt lighting set, 70 mph. 40-50 mpg; prices from £560, order now being accepted and dealt with in strict confidence.

MCKINNON MOTORS, Ltd., "Main Standard Agents for over forty years," Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [03020]

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offr.:—IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [02034]

SUNBEAM-TALBOT drop head coupe, colour Alpine mist, for immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3535. [01063]

IMMEDIATE delivery new Sunbeam-Talbot convertible; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [07100]

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600-4632. [0666/R]

ALWAYS prompt and efficient service from the C. C. C. London, Birmingham, and Scotland. Sunbeam vehicles—our specialty; immediate attention to your enquiries.

Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Tel. 1001. [0605 R]

NEW CARS FOR SALE

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R]

PRIDE & CLARKE, Ltd., main agents for Swallow Doretti, enquiries invited for this exciting new 2-litre 100 m.p.h. sports car, favourable delivery terms, exchanges.—237 Brixton Hill, S.W.2. Tel. 3664/5. [N3060/R]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage. [N1077]

BERKELEY Sq., London, W.I. Cro. 4543. [0856/R]

TR2 for immediate delivery, colour racing green.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Library 3456. [N1077]

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3060/R]

STEARNS & CO. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081, offer T.R.2 for instant delivery. [7001]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/P]

LAKER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery. Renown saloon choice of colour.—59-43, Eden St., Kingston Tel. Kin. 3151-4. [10893/R]

UTILITY CARS

IMMEDIATE delivery new Austin 109 Countryman, 1st. price £1,059 7s. 6d., British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027]

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms, 4-6, Berkeley Sq., W.I. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

KJ MOTORS, Ltd., main dealers for Bromley. Orpington districts.—Bromley, Ray. 3456. [0221/R]

VAUXHALL

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries—Guildford Rd., Woking. Tel. Woking 1282. [N1078]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. BUY your new Volkswagen from the original specialists and main distributors; full service facilities—Tel. Ripley 2561. [0017/R]

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 54037-8. [0190/R]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and lorries.—131, Old Brompton Rd., S.W.7. Tel. 7722. [0900/R]

129—131, Old Brompton Rd., S.W.7. Tel. 7722. [0900/R]

CROYDON—H. Harmer Car Sales, Ltd., Areas Dealers, 448/8, Brighton Rd., South Croydon, Croydon 6225, Upplands 8629. [0127/R]

A CLAND & TABOR, Ltd., Welwyn Bypass, Herts. Tel. Welwyn 481-2-5, offer early delivery of de luxe saloons, 8-seater Micro Bus and 15cwt van. [N1011]

A T your service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield. Tel. 26358. [0128/R]

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities—Upper Brook St., Bradford 2200. [0127/R]

OXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R]

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return"; spares service.—158, Stockwell Rd., S.W.9. Brixton 4011. [N3068/R]

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4222. [0519/R]

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4222. [0519/R]

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BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017]

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WILLYS cars, sole concessionaires for Great Britain. sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot: opposite London Airport, Hayes, Middlesex. [0812/R]

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E STACEY WATKINS, Ltd., sole London distributor; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046]

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

R C. WIMBUSH, Ltd., Wolseley stockists; early delivery 4/44; part exchange, hire purchase.—30, Ecclesall Rd., S.W.3. Fremantle 8401. [N4056]

C. W. J. COLES (CROYDON), Ltd., official agents, Croydon. Tel. 00743. [0128/R]

MEBES & MEBES, Ltd. (Est. 1893), the Wolseley specialists for past 50 years, offer early delivery of both Four- and Six-cylinder cars; various colours; part exchange and extended payments; always stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [IN3012]

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GATEHOUSE MOTORS

A RE stockists for Austin, Ford and Singer cars.—A Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mo. 4444. [N2021]

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Sunbeam, Triumph and Wolseley.

PART exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and advance arranged immediately; car phone or write—Marston Motor Co., Ltd., Sta. 3000. [0712/R]

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1954 Vauxhall Velox or 1954 new style Ford 109 Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates: A.A., R.A.C. radio, heater. Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., Petersham Mews, S.W.7. Western 4105. Cables: Synchro, London. [0636/R]

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SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R]

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rear, 36, Mackenzie St., Tel. Slough 2050. [0132/R]

SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 5612. [0458/R]

IRELAND Self Drive—Ryans, 33, Upper O'Connell St., Dublin, 7. Crofton Ave., Dun Laoghaire. [0877/R]

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revesoke Rd., S.W.19. Wim. 5610. [0380/R]

AUSTIN and Morris' self-drive or chauffeur-driven driven hire service—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [04042/R]

ONDON'S lowest rates. The private car chauffeur-driven hire service—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [04042/R]

SELF DRIVE post-war Morris, Austin, A40, Morris Minor—Rons (Car Hire) Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2105. [0756/R]

HAROLD R. HILLS GARAGE—Garage accommodation service, high-class car hire.—5-6, Enniskillen Mews, S.W.7. Kensington 4020. [0551/R]

WIMBLETON CAR HIRE—Self-drive Specialists, 1954-5 Austin A30s, A40s and A70s; competitive rates.—Manel Rd., S.W.19. Wim. 3234. [0811/R]

MORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models—110, Wood Vale Forest Hill, S.E.23. [0679/R]

A40s, A70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay. 6415. [0686/R]

OVERSEAS visitors, a fleet of 1953-3 Austin Drive-hire cars for self-drive, suitable for illustrated brochure to Daventry Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [0211/R]

CARS FOR HIRE

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war and 10hp Fords; unlimited mileage; can be delivered.—Bri. 5532 and 8637, 299, Milkwood Rd., Hove, S.E.2. Tel. 00743. [0685/R]

1954/3 Zephrys, 18gns. a week, 600 miles; also request tariff—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646, 6801. [0318/R]

POST-war self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1078-9. [0224/R]

GEES CARS self-drive hire with new Ford Consuls, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March, also chauffeured Humber Pullmans, Austin, etc.; cars hired out on contract.

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CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability chauffeur driven, 1952-54 A50s, A40s and A70s to drive yourself; competitive rates—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R]

1954 cars in perfect condition, keenest rates, day or month, including comprehensive insurance.—British Self Drive Cars, 13a, Adam and Eve Mews, W.8. Western 1735 (night service Perville 5404). Cables: Britcars, London. [0166]

DRIVE 1954 cars from 25/- per day, 50 free miles; full days, tours, tariff on application—30, Seven Sisters Place, Finchley Park, N.3. Sta. 5493. 20, Grosvenor Place, Victoria, S.W.1. Slo. 9844. [0507/R]

SUSSEX MOTORS—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 10589. [0221/R]

SELFRIDGE DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0037-8-9. [0031/R]

WELBECK CAR HIRE offer:—New self-drive cars, no mileage charge, you just pay a flat rental and that is all—8hp one day £1.15, 24 hours £2.10, one week £12.10; new Anglias at £3 per day and £16 per week—Welbeck Car Hire, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991. One hour 8 a.m. to 6 p.m. [0631/R]

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2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 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2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 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1500 all types, crown wheels and pinions and 3,000 3 and 4-wheel and second-hand parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonergraves, Chesterfield. Tel. 4615. 10225/R

ATTERIES, CHARGERS, ETC.

47/6—Battery prices down again! 6-volt 3-pint 47/6, 47 6, 6-volt 11p, 56 6, 12-volt 9p, 92 5, Witham's, 18, Balham Hill, S.W.12. Batteries 10282/R**B**ATTERY plates, machine pasted, highest quality squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Batteries Works, Wolverhampton.**B**ATTERIES.—Part exchange your old battery for new, or rebuilt unit charged ready for use, guaranteed one year, immediate exchange on parts fitting, tested, fitted, balanced, topped up, charged and repaired, R.A.C. appointed, hours 8.30-5.30, Saturday 9 a.m. Trade enquiries invited.—Speedwell, 5, Mardle St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Wellling, Kent. Tel. Welbeck 4996. Early closing Wednesday.

10597/R

BRAKES, CABLES, ETC.

THOS. RICHFIELD & SON, Ltd., 3, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 1402 (5 lines).**R**ICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2- each.**Y**OUR BRAKE LINING SERVICE; send your brake shoes for prompt, reliable, genuine Duron, Brake Liner, prompt dispatch; quotations by return.—20, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. 10972/R

CARBURETTORS, ECONOMISERS

GZENITH carburetors.**S**TROMBERG and S.U. carburetors.**G**OWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Dept.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Tel. Welbeck 5828 (5 lines). 10835/R**S**U. CARBURETTORS and pressure pumps**S**ERVICE, tuning, repairs.**S**OLE distributors.**W**. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5561 (4 lines). It will be appreciated if you will phone for an appointment.**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station—209, Balham High Rd., S.W.17. 10525/R

CARBURETTORS, ECONOMISERS

SU.—Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.**M**OSE & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (4 minutes Norbury Station).

10260/R

W. WATSON & CO. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7090 (10 lines).**O**FFICIAL S.U. and Solex agents; large stocks of

private and commercial, new and replacement units.

S.U. and A.C.U. fuel pumps; prompt postal service.

10103/R

COX-ATMOS economiser ensures more mpg and reduces engine wear.—Cox-Atmos Products, Ltd., 24, Widnes Rd., Knowle, Birmingham. 10324/R**Z**ENITH, Solex, S.U. new and replacement units and spares—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulis Hill 5344 (4 lines).

10225/R

VOKES Gasmaster for increased mileage; prices of all models 14.6% easily fitted; trade and retail supplied.—Comerford's, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. 10575/R**N**EW H-2 bomb, reduces petrol consumption considerably, increases performance—£5.75—Telephones: 1047-8, 1049-0. Minor ohv £17.10, Minor sv, Oxford Ford 8 and 10, Minor 750, Consul £30; stamp list, performance figures—Derrington, 159-161, London, Croydon. 101071/R**F**OR first-class service and outstanding workmanship—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, N.W.2. 10229/R

Paddington 0000 (12 lines).

BENHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remetalled, reboring, sleeve lining, bore grinding, surface grinding—52-54, Benham Lane, W. Croydon. Thornton Heath 4126. 10310/R**S**TANTON & SWEET (Battersea 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; on remetalling, line boring, valve grinding, surface grinding and valve inserts fitted—228, Garratt Lane, S.W.18. 10191/R**P**RECISION super finished reborees with best pistons complete Austin 7 72-, popular 8/10hp £5; 4-hr. service; exchange crankshafts stocked; surface, crankshaft grinding, remetalling, drums machined, 4-hr. service—Summerland Garage, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. 10292/R**J**. AUSTIN & SONS, Ltd., specialists in cylinder re-

boring and sleeve grinding, crankshaft grinding, line boring, cam rods remetalled, 24-hour service; valve inserts, brake drums skinned, cylinder heads refaced; all types of engine reconditioning. Incomplete engine collection and delivery trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6257-8. 10005/R

CYLINDER HEADS

SILVERTOP, H.C. light-alloy cylinder heads, developed up to 100 b.h.p. maximum power output with greater economy.

In order to obtain the best from premium fuel, for Morris 8 series I and II, Ford 8 and 10 (Spigot dynamos), £8/10, Ford 8 and 10 (platform dynamo) £9, Morris series E £9/10, Minor 8 and Talbot (sv), £10/10 stamp list, performance figures—Derrington, 159-162, London Rd., Kingston 5621-3. 10171/C

DYNAMOS

PRIDE & CLARKE, Ltd., for new and second-hand dynamos, starters, starter batteries, lamps—Stockwell Rd., S.W.9. Bri. 2251. 10736/R

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines lists free.**P**OWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5254 (10 mins Waterloo).

10620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starters, magneto, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260 Knights Hill, West Norwood, S.E.27. 10149/R

ENGINES AND ACCESSORIES

AUSTIN 7, 8, reconditioned engines, 3-bearing £54; 2-bearing £51.10; engines forwarded against returnable deposit; trade supplied.**B**& H. MOTORS, Bignell's Corner, South Mimms, Herts. Tel. South Mimms 2231-2. 101020/B

PARTS AND ACCESSORIES, REPAIRERS, ETC.

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock. Ford factory reconditioned 8hp and 10hp exchange engines; also exchanged V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchanged Morris 10hp, 12hp and 15hp cars; exchanged Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and connecting rods exchanged; trade supplied.—139-147, 149-151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6291. [0745/R]

1953 XK120 engine and gear box, complete with all accessories.—Enquiries to Box 7514. [7093]

BARTERS OF KINGSTON, 102, London Rd., Kingston-on-Thames—Wolesey reconditioned factory exchange units, series II and III.—Kingston 3348. [0467/R]

ARMSTRONG SIDDELEY engines: immediate exchange or reconditioning; all units tested guaranteed six months.

REEDER ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R]

STANDARD pre-war and current types reconditioned; for exchange or sale.—F. Mitchell (Nottingham) Ltd., Standard and Triumph Distributors, Derby Rd., Nottingham. [6990]

EUSTACE WATKINS, Ltd., Chelsea Manor St., London, distributors Wolesey cars; exchange engines stocked for all models; any make of engine reconditioned.

HUMBER, Hillman and Commer engine specialists. Reconditioned Minx £26. Humber Super Snipe £50; factory reconditioned engines for all models from stock.

RJ. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R]

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines. Morris Hillman Austin, 7, 10, 12, 15, 18, 20, 22, 25, 28, 30, 32, 35, 40, 42, 45, 48.—Tel. Bat. 4823. [0764/R]

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp 10hp, 12hp, 14hp, 16hp A40 and Commercial, Morris 8hp, 12hp and 16hp vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, Colindale, 6154-6. [0657/R]

ROLES-ROYCE and Bentley engines—Jacq. Barlow (Service) Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some series supply replacements.—Danvers St., Chelsea, S.W.3. Flaxman 2223. [M1082/R]

ENGINES for Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolsey on exchange basis or for outright sale, collection and delivery free London area.

Edwards Engineering Co., Ltd., Great Western Road, Chiswick 7751-2-3-4. [0196/R]

EXCHANGE engine service to the trade. Austin Morris, Hillman, Ford Standard, Vauxhall all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 5466-7. [0274/R]

GUARANTEED reconditioned replacement engines: 8hp 10hp, 12hp, 14hp, 16hp, Standard 8, Austin 12/4, 12/7, 10; Austin A40 £30, Ford V.8 22, 30, 32, £40; Vauxhall Velox £12 10-J. G. Rutherford & Co., Ltd., Eastern Ave., Romford 2552. [0056/R]

FORD V.8 22hp exchange engines, cylinder sleeved standard, crankshafts ground standard undersize, con rods resized etc., 6 months guarantee, as above and refitted £48, 12 months fitting or delivery if required. Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 3137. [0503/R]

Engines and Accessories Wanted
WANTED, replacement block for engine 1938 24-litre Daimler.—Oldham's Cooperage, Burton-on-Trent.

GARAGE EQUIPMENT

HYDRAULIC trolley jacks, all makes and sizes, hardly used.—Kinlesey, Ltd., Estate Office, High Legh, Knutsford. Lynton 417. [5597]

AIR compressors: Hydramatic 2-stage $\frac{1}{2}$ cu ft 800 lbs. per min. £15/6, 16/6, delivery 3/6; tanks from £1/2-2/6 and other air accessories.

TEDDINGTON ENGINEERING Co., Ltd., Dept. M, 29-31, High St., Teddington, Middlesex. Kingston 1193. [0369/R]

MINIATURE air compressors as supplied to car and cycle manufacturers, now available to general public complete with airline and pressure gauge, available for cellulose spraying.—Alverton Eng. Co., Ltd., Calthorpe House, London, E.C.2. [0963]

Garage Equipment Wanted
A VERY Hardoi petrol pump wanted, any model, any condition.—J. Whelby & Sons, 204, Pittsford St., Hockley, Birmingham, 18. [6378]

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ARCOT ENGINEERING, Ltd.

PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc. car and bus reconditioning exchange service.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0121/R]

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

RJ. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0658/R]

GEAR box specialists: preselector, synchromesh, synchronesh, reconditioning, exchange or repair service on most makes and models from stock; Government and municipal spares; guaranteed.

GONDAR MOTORS, Edgware Rd. (Nr. Staples Corner), London, N.W.2. Gladstone 8716-2554. [0115]

STEERING boxes reconditioned or exchanged, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.10. Reliance 2704. [4197]

AUSTIN exchange guaranteed gear boxes and nearly all makes from stock; repairs to synchromesh, Riley Overdrive; quotations free; gears, gear cutting; trade discount; second-hand gear boxes, reasonable prices!—Tarrant & Frazier, 10, Winchester Mews, N.W.3. Primrose 2647. [10015]

GEAR AND STEERING BOXES

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineers, 5-7, Peckham Rye, London, S.W.1. Bayswater 4198 0377-8314.

19/6—Steering nuts for all types of cars including the following from 19-61: Ford, Hillman, Singer, Standard, Rover, etc. steering boxes, reconditioned.—Withams 15, Balham Hill, S.W.12. Battersea 3280, 3769. [0744/R]

HEATERS

CAR heater comfort and safety assured by fitting Delaney Gallay heater, suitable all makes—Particulars from Delaney Gallay, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. [3659/R]

HOODS, SCREENS, CELLULOSE, ETC.

PILCHERS, cellulosing and repair experts.—See under "Coachbuilders and Bodies." [0745/R]

FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialist.—Freeman Park Rd., N. Bullo Bridge Rd., Acton, W.3. Acorn 2134. [0075/R]

TICKFORD, Ltd., Coupe Specialists—Estimates given for recovering hoods and all coachwork repairs.—Upper St. Martin's Lane, W.C.2. Temple Bar 338. [M4029]

SPESIALISTS in hoods, sidescreens, roofs, headlinings, carpets, seating, loose covers, etc., supplier of all trimming materials.—Knights of North St., Carlton, Sat. 6 p.m. Wallington 6567. 6915

SPRAYING Handbook. Revised Ed., covers all types of painting, plant and estimating, etc., 36; paints, cellulose and allied sundries. 1953. 12/-, free. Leonard Brooks, 19, Oak Rd., Harold Wood, Romford. [0768/R]

RECULLUSING by specialists—Jack Barclay (Service), Ltd., the Rolls-Royce repairers, will be pleased to quote for you whatever the make also trimming, leather, new hoods.—Danvers St., Chelsea, S.W.3. Flaxman 2223. [M1082/R]

INDEPENDENT SUSPENSIONS

ANY make of independent front suspension and shock absorber reconditioned and guaranteed, f.t.s. from £7. s.a. from 30/-; exchanges, prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey. Tho. 4712. [2916]

FRONT suspension unit service, exchange for Vauxhall (all types), Opel, Chevrolet, Packard, Chrysler, Buick, Pontiac and other makes of American and Continental cars; exchange service for all types of shock absorbers.

LANARK AUTO ENGINEERS (LONDON), Ltd., 256-262, Lanark Rd., Maida Vale, London, W.9. Tel. Maida Vale 4475. [0151/R]

VAUXHALL/BEDFORD, complete pair (exchange) inclusive king pins, from £15-10. Opel, Fiat, Chevrole, Ford, etc., £10-12. 100% money back guarantee, trade discount.—Tarrant & Frazier, 10, Winchester Mews, N.W.3. Primrose 2647. [0061]

FORD Anglia, Prefect and Popular owners can enjoy greatly improved suspension, road holding comfort and safety by fitting the Norder independent front suspension conversion; price £26.10; immediate delivery. Full details from North Downs Engineering Co., Westerly, Caterham, Surrey. [0189/R]

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A&**B** London's leading brokers (cover notes by return).

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INVINCIBLE premiums by convenient instalments.

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INVINCIBLE POLICIES, Ltd., 7, Whittington Avenue, London, E.C.3. Tel. Mansion House 2961. [0574/R]

COMPETITIVE premiums for vehicles of any year; instalment or annual premiums.—Jones (Brokers), 55, North St., Romford. Tel. 7521. [0807/R]

IMEDIATE cover and lowest terms available for all types; usual bonuses and discounts.—Price & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Bristol 6251. [0737/R]

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INSURANCE

RAYMOND WAY insurance office can arrange your motor policy quotation by return; immediate cover.—Write, call or phone Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). Open till 11 p.m. 6 days a week. [0115/R]

LICENSE and insure your car in five minutes at Maida Vale 6044 (10 lines). Open till 11 p.m. 6 days a week. [0115/R]

LICENCE and insure your car in five minutes at Kilburn, Middlesex Brokers, Ltd., 217, Westminster Bridge Rd., S.E.1 (opposite County Hall Motor Licensing Dept.); lowest rates annual or short period policies, instalments, immediate cover for any make or any age. best terms obtained for any class of risk. Waterloo 6075. [0652/R]

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AUTOSTYLE tailored seat covers, all cars, tartans, Bedford cord, plastics—Industrial Cover Co., Queen's Mews, W.2. Bay. 7119. [0103/R]

LOSE seat covers perfectly tailored in super quality Bedford cord available for over 150 different cars, 1953 to 1954. [0103/R]

WE guarantee to save you money: example, Ford Zephyr, £67; all other covers at comparable prices; Zephyr and Prefect, £65; Popular, £55; Anglia, £53; Consul, £48; Prefect, £45; Popular, £43; Consul, £41; Popular, £39; Popular, £37; Popular, £35; Popular, £33; Popular, £31; Popular, £29; Popular, £27; Popular, £25; Popular, £23; Popular, £21; Popular, £19; Popular, £17; Popular, £15; Popular, £13; Popular, £11; Popular, £9; Popular, £7; Popular, £5; Popular, £3; Popular, £1. [0103/R]

LOSE seat covers, tailored for every make of car; L list and patterns.—Oyler & Co., Ltd., The Car Tailors, 62, New Cavendish St., Marylebone, London, W.1. Museum 6436-7. [0121/R]

THOSE attractive felt and also all-wool Scottish tartan covers you have so much admired are individually tailored by Karobes for the discerning motorist. If you will kindly write or telephone to us, we will kindly write or telephone to us, we will let you have full particulars. Trade inquiries invited. [0148/R]

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel.—Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1601-5. [0048/R]

FORD tailored loose car covers, Anglia, Prefect, £6.6; Consul, Zephyr, Bedford cord £7.5; also Austin, Morris, Vauxhall, Hillman, Mayflower; save 50% open Saturday mornings.—S.C.S., Ltd., 1 Dept., 5056 Fitzroy St., London, W.1. Euston 7379. [0371/R]

MAGNETOS

CLARE'S MOTOR WORKS.—Magnetics, dynamo and starter exchange service—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0298/R]

MISCELLANEOUS

HIRE purchase arranged on private transactions; if you are buying or selling a car, van or motor cycle, we can assist you.—G. A. C., Crown Yard, 108, High St., Hounslow, Middlesex. Tel. Hou. 3226. [0140/R]

INOCULARS. Increase your pleasure by having a microscope with you in case you don't know how to select one and don't know the right magnification for your particular purpose, including hints on selection; prices from £10.10 to £49.10; part exchange and hire purchase terms available.—Dollonds, 28, Old Bond Street, London, W.1. Branches throughout London and Provinces. [0151/R]

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SPARES are here again with fresh batch of cars for dismantling: Armstrongs, 12hp, 1936, sports, 17hp, 1936; Austins 7hp, 1932-4-6, 8hp, 1939, 10hp, 1933-4-7, 12hp, 1934, 13hp, 1935-8, 20hp, 1934; B.S.A., 10hp, 1934; Daimlers, 15hp, 1935, 25hp, 1936; Ford, 22hp, 1935; Hillmans, 10hp, 1934-5-6, 12hp, 1935-6, 14hp, 1936-7, 16hp, 1937-8, 18hp, 1938-9, 20hp, 1939-40, 22hp, 1939-40, 25hp, 1940-1, 28hp, 1941-2, 30hp, 1942-3, 32hp, 1943-4, 35hp, 1944-5, 38hp, 1945-6, 40hp, 1946-7, 42hp, 1947-8, 45hp, 1948-9, 48hp, 1949-50, 50hp, 1950-1, 52hp, 1951-2, 54hp, 1952-3, 56hp, 1953-4, 58hp, 1954-5, 60hp, 1955-6, 62hp, 1956-7, 64hp, 1957-8, 66hp, 1958-9, 68hp, 1959-60, 70hp, 1960-1, 72hp, 1961-2, 74hp, 1962-3, 76hp, 1963-4, 78hp, 1964-5, 80hp, 1965-6, 82hp, 1966-7, 84hp, 1967-8, 86hp, 1968-9, 88hp, 1969-70, 90hp, 1970-1, 92hp, 1971-2, 94hp, 1972-3, 96hp, 1973-4, 98hp, 1974-5, 100hp, 1975-6, 102hp, 1976-7, 104hp, 1977-8, 106hp, 1978-9, 108hp, 1979-80, 110hp, 1980-1, 112hp, 1981-2, 114hp, 1982-3, 116hp, 1983-4, 118hp, 1984-5, 120hp, 1985-6, 122hp, 1986-7, 124hp, 1987-8, 126hp, 1988-9, 128hp, 1989-90, 130hp, 1990-1, 132hp, 1991-2, 134hp, 1992-3, 136hp, 1993-4, 138hp, 1994-5, 140hp, 1995-6, 142hp, 1996-7, 144hp, 1997-8, 146hp, 1998-9, 148hp, 1999-2000, 150hp, 2001-2, 152hp, 2002-3, 154hp, 2003-4, 156hp, 2004-5, 158hp, 2005-6, 160hp, 2006-7, 162hp, 2007-8, 164hp, 2008-9, 166hp, 2009-10, 168hp, 2010-11, 170hp, 2011-12, 172hp, 2012-13, 174hp, 2013-14, 176hp, 2014-15, 178hp, 2015-16, 180hp, 2016-17, 182hp, 2017-18, 184hp, 2018-19, 186hp, 2019-20, 188hp, 2020-21, 190hp, 2021-22, 192hp, 2022-23, 194hp, 2023-24, 196hp, 2024-25, 198hp, 2025-26, 200hp, 2026-27, 202hp, 2027-28, 204hp, 2028-29, 206hp, 2029-30, 208hp, 2030-31, 210hp, 2031-32, 212hp, 2032-33, 214hp, 2033-34, 216hp, 2034-35, 218hp, 2035-36, 220hp, 2036-37, 222hp, 2037-38, 224hp, 2038-39, 226hp, 2039-40, 228hp, 2040-41, 230hp, 2041-42, 232hp, 2042-43, 234hp, 2043-44, 236hp, 2044-45, 238hp, 2045-46, 240hp, 2046-47, 242hp, 2047-48, 244hp, 2048-49, 246hp, 2049-50, 248hp, 2050-51, 250hp, 2051-52, 252hp, 2052-53, 254hp, 2053-54, 256hp, 2054-55, 258hp, 2055-56, 260hp, 2056-57, 262hp, 2057-58, 264hp, 2058-59, 266hp, 2059-60, 268hp, 2060-61, 270hp, 2061-62, 272hp, 2062-63, 274hp, 2063-64, 276hp, 2064-65, 278hp, 2065-66, 280hp, 2066-67, 282hp, 2067-68, 284hp, 2068-69, 286hp, 2069-70, 288hp, 2070-71, 290hp, 2071-72, 292hp, 2072-73, 294hp, 2073-74, 296hp, 2074-75, 298hp, 2075-76, 300hp, 2076-77, 302hp, 2077-78, 304hp, 2078-79, 306hp, 2079-80, 308hp, 2080-81, 310hp, 2081-82, 312hp, 2082-83, 314hp, 2083-84, 316hp, 2084-85, 318hp, 2085-86, 320hp, 2086-87, 322hp, 2087-88, 324hp, 2088-89, 326hp, 2089-90, 328hp, 2090-91, 330hp, 2091-92, 332hp, 2092-93, 334hp, 2093-94, 336hp, 2094-95, 338hp, 2095-96, 340hp, 2096-97, 342hp, 2097-98, 344hp, 2098-99, 346hp, 2099-2100, 348hp, 2100-2101, 350hp, 2101-2102, 352hp,

PARTS AND ACCESSORIES, REPAIRERS, ETC.

PARTS AND ACCESSORIES

CONWAY OF ACTON.—Spare parts for all vehicles; now dismantling Austin 7, 1936 Studebaker Dictator, 1934 Austin 12, 1936 Standard 12 and 14, 1934 Morris 10/4, 1936 Standard 12 and 14, 1934 Armstrong 15, 1935 Lancaster 10, 1936 Buick 31, etc., etc.

PHONE Acton 1748; 19, High St., Acton, W.3. [0194/R]

CITROEN recon. engine parts, 1935, F.W.D., 12hp. [1710/R]

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FILLING STATION, free site, Roundabout junction, by-pass near S. Coast; det. house, 6 rooms, etc., T.O. £17,000 p.a., petrol 500 gals. per week, large garage, £10,000. File 5087.

GARAGE filling station—Imposing corner site Sussex city, 6,000 sq. ft., wshop, self-cont. accom., 3 teds., 2 rec. kit., bath. T.O. £25,000, petrol 63,000 gals. p.a., genuine proposition; £18,000. File 5085. [M2076]

GOY & RICHARDS, Ltd., Specialist Agents and Valuers to the Motor Industry.

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ALDRIDGES for motor businesses, garages and filling stations, all specialist services in sales, purchases and valuations in Home and Southern Counties.

KENT, A.2, Sevenoaks, Tunbridge Wells, filling station, 10000 sq. ft., house if required—Box 7269. [7010]

EQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2552. [M1004]

SMALL garage, sales and repairs, self-drive filling and private hire, good m/c. trade, main road in Lines town, £1,250 s.a.v.; house if required—Box 7269. [7010]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 53, High St., N.W.3. Tel. Hampstead 3614. [0546/R]

BUSINESS AND PROPERTY

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NORTH Wales.—Body repair workshop, new brick building on main road, attractive site, 200ft frontage, 10ft spray booth, welding, trimming, caravan repair, etc., open proposition, freehold with equipment and stock; nearest £2,000.—Box 7315. [7054]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts. Details upon application. Agents and valuers in all parts of the United Kingdom.

PETERS & PETERS, Garage Sales Specialists, 57 The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered.

PETER LONG & PARTNERS, Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651-2, require immediately for genuine applicants, filling stations and garages throughout the United Kingdom, owners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., Peter Long & Partners. [M2078]

BUSINESS & PROPERTY Wanted

PETROL station required in or around central or S.E. London; proprietors wishing to dispose of such stations are asked to get in touch with Box 7083. [0645]

REQUIRED for spot cash, filling station not more than 100 miles south of London, up to £15,000, must have nice house, can offer quick settlement.—Box 7269. [W2078]

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry—Box 6508. [C601]

PETERS & PETERS, Garage Sales Specialists, 57 The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered.

PETER LONG & PARTNERS, Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651-2, require immediately for genuine applicants, filling stations and garages throughout the United Kingdom, owners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., Peter Long & Partners. [M2078]

BUSINESS OPPORTUNITY

REPAIRS garage with petrol pump, North-West London, would like to meet a hire car firm with a view to do business or sell the said garage.—Box 7322. [7187]

PATENT 700529 for new motor accessory for sale, production moulds available and present postal business, exclusive, no competition, regular demand.—Box 7164. [E755]

SITUATIONS VACANT

THE engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, except where the applicant is a man aged 18-54 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

MOTOR car salesmen of highest calibre and irreproachable character are invited to apply for progressive situations in the sales force of one of Britain's major motor car sales organisations, such men must be able to produce faultless references on character and ability, and must be prepared to take on the responsibility of assuming management of a branch immediately or at an early date; conditions of employment are good: substantial progressive earnings and unlimited opportunity await ambitious able men; our own staff know of no advertising in the industry, vacancies available in London, Sheffield, Halifax, Leicester, Manchester and London.—Apply in confidence with fullest details in own handwriting, The General Manager, Box 7320. [7185]

EXPERIENCED used car salesman for London showrooms.—Box 7266. [M4072]

WORKS manager required by distributors for popular make in Bournemouth.—Box 7202. [E541]

EXPERIENCED motor salesmen required—North London area, thorough knowledge of trade.—Box 7164. [C1026]

SKILLED mechanic, good wages, permanency.—Wolfe's Garage, Store St., W.C.1. Museum 4820. [7681]

FITTER wanted; only first-class men need apply in writing to Beverley Motors, Coombe Rd., New Malden, Surrey. [2120]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

SITUATIONS VACANT

CAR electrician required, skilled or semi-skilled.—Apply by letter stating full details of experience, age and rate required.—University Motors, Ltd., 7, Hertford St., London, W.1. [6705]

WEST Middlesex distributors require an experienced car salesman used to good-class business.—Send applications to Box 7053. [6575]

RECEPTIONIST/Cost clerk with Ford experience required by British Motor Co., Ltd., Main Ford Dealers, London Rd., St. Albans. [6376]

WORKS Manager required for Surrey garage must have Jaguar and Rover experience.—Apply in writing stating age and experience to Box 7124. [6730]

STORES assistant required to deal with telephone and counter orders, knowledge of M.G., Morris and Bristol spares an advantage.—Applications by letter stating details of experience, age and salary required.—University Motors, Ltd., 7, Hertford St., London, W.1. [6998]

TESTER and tuner, skilled mechanics required, local union rate, plus proficiency pay according to capabilities.—Apply Weybridge Automobiles, Ltd., [6906]

SERVICE manager, large Midland distributors, take sole control, fact with customers and staff essential, permanent job, excellent prospects for right man.—Box 7194. [6937]

DISTRIBUTORS in Herts require salesman for Humber, Hillman and Sunbeam-Talbot cars.—Details, experience and salary required to Waters, Barnet By-pass, Hatfield. [6577]

APPICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to handle new repair services for which there is no competition.—Apply Box 7257. [7003]

EXPERIENCE outside car salesmen required for Standard and Triumph distributors.—Apply in writing to G. Evans, Ltd., Standard House, Southend Rd., Woodford, Essex. [7054]

DRAUGHTSMEN required with good experience in motor or mechanical design works.—Apply in writing to Messrs. Vincent Engineers (Stevenage), Ltd., Stevenage, Herts. [7083]

THE CAR COLLECTION Co., Ltd., require experienced men and women drivers resident in London, Birmingham, Coventry, Luton or Oxford.—Apply in writing to local depot or 7, Kendall Place, Baker St., W.1. [5788]

REGENCY COVERS, Ltd., are appointing two representatives with own cars and active connection among Motor Car Distributors and Garages for Newcastle and North Eastern Counties and for Camb. Beds. and East Anglia. [6945]

REMUNERATION by salary commission, car allowance and away from home subsistence, area accounts handed over.

APPLY in writing giving full details of past experience and connection to Sales Manager, Regency Covers, Ltd., 169, Gt. Portland St., London, W.1. [6945]

SITUATIONS VACANT

DETAILS design draughtsman or man with general engineering training and one or two years' drawing office experience with interest in present methods required for light engineering company in Middlesex, good commencing salary, superannuation and permanent position.—Apply Box 7203. [6942]

JIG and Tool Design Draughtsman, preferably with heavy press tool experience, required by leading engineering company in a west of London suburb, good commencing salary offered, superannuation, modern and friendly surroundings.—Apply in confidence giving full details, Box 7204. [6943]

JUNIOR Car Salesman. Applicant must have completed National Service and should have had background training of retail salesmanship, preferably cars or similar complex merchandise.—Write, giving full particulars in confidence, to ABC, General Manager, Jarvis & Sons Ltd., Morden Rd., S.W.19. [6944]

SERVICE manager, exceptional service with a firm of distributors for one of the leaders, sound mechanical knowledge and practical engineering experience; capacity to organise and develop the repair department to give outstanding service, and ability to create team spirit, with a happy, progressive and efficient works department essential.—Box 7258. [7000]

GENERAL Manager. Outstandingly high class motor engineer, situated N.W. county.—General Manager, age 35-45 with first-rate organisational and administrative ability acquired preferably, but not necessarily, in the motor trade. The salary will be good and corresponding qualities will be sought. Applications for salary, qualifications and experience, and marked "G.M." to Box 17, Messrs. F. & R. Keir, Ltd., 55, Renahaw St., Liverpool. [6946]

SITUATIONS VACANT

BRITISH West Africa.—Leading motor distributors require experienced salesman to tour British West African colonies, first-class passages there and back paid; tours of 18 months followed by month paid leave in the U.K.; provident fund, basic salary plus generous commission basis which should enable an energetic and ambitious man to save a considerable sum; salary after ten years applicants must be single or free from family encumbrances. The job will entail a great deal of travelling.—Write Box A 132 c/o 191, Gresham House, E.C.2. [6287]

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BOOKS, ETC.

THIE Motorist's Postal Bookseller—List from L. A. Schofield, Peter St., Yeovil, Som. [8842]

HANDBOOKS.—Austin, Ford, Morris, Standard Vauxhall, 5-6, Jowett, Renault, Volkswagen, 7-11, Hillman, Singer, Morgan, Rover, Sunbeam, Wolseley 8-6, Chevrolet, Riley, Standard 10, Alvis, Crossley, M.G., 15-6, Workshop Manuals—Morris, 17-6, Jowett 21-2; Austin, Elliman, M.G., 32s; catalogue 6d. inquiries stamp please.—Gray, 4, Chantry House, Hurstpierpoint, Sussex. [PM2089]

Books Wanted

WIILL buy British and continental auto catalogues and magazines prior to 1942, any quantity, references exchanged.—Box 7063. [16624]

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WESTBOURNE Hotel, Ilfracombe 129.—A.A. approved; every comfort; excellent catering. [5933]

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BUSINESS & PROPERTY

(See also page 80)

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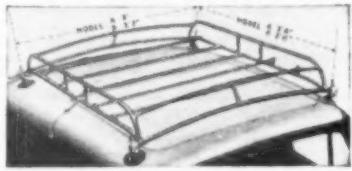
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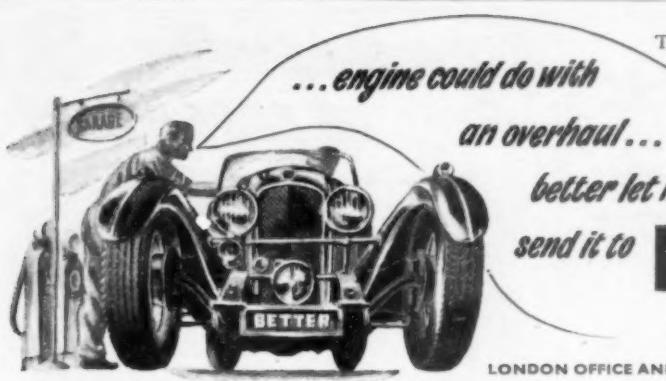
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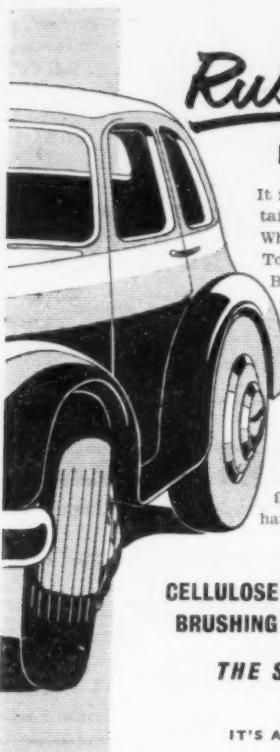
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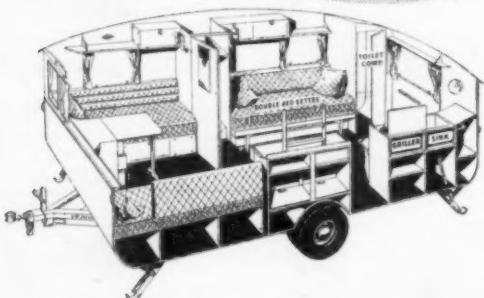
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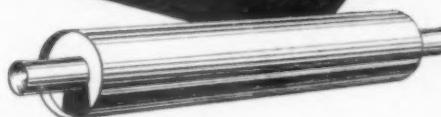


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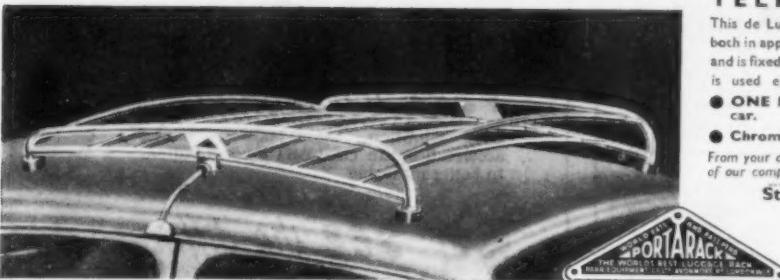
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